P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 9.1.2
Design Review Committee
September 9, 2021

TO: Chair and Members of Design Review Committee

SUBMITTED BY: **ORIGINAL SIGNED**
Erin MacIntyre, Acting Executive Director of Planning and Development

DATE: September 3, 2021

SUBJECT: **Case 23726: Substantive Site Plan Approval – 1470 Queen Street, Halifax**

ORIGIN

Application by WSP Inc., on behalf of Mills Company Holdings Ltd.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality (HRM) Charter; Part VIII, Planning & Development

RECOMMENDATION

It is recommended that the Design Review Committee:

1. Approve the qualitative elements of the substantive site plan approval application for an 8-storey mixed-use building on lands at 1470 Queen Street, Halifax (PID 00077461), as shown in Attachment A;

2. Approve the variances to the Land Use By-law requirements regarding minimum streetwall width, internal property line setbacks above the streetwall, maximum and minimum streetwall heights and upper storey streetwall stepbacks, as contained in Attachment B;

3. Accept the findings of the quantitative Wind Impact Assessment, as contained in Attachment C; and

4. Recommend that the Development Officer accept the undergrounding of electrical and communication distribution systems (underground vault for utilities) as the post-bonus public benefit category.

BACKGROUND

WSP Inc., on behalf of the property owner, has applied for substantive site plan approval to construct an 8-storey mixed-use building containing ground floor commercial space and 216 residential units at 1470 Queen Street, Halifax (Map 1, Attachments A and B). To allow the development, the Design Review Committee must consider the application relative to the Design Manual within the Downtown Halifax Land Use By-law (LUB).

This report addresses relevant regulation held within both the Land Use By-law and Design Manual in order to assist the Committee in their decision.

Subject Site	1470 Queen Street, Halifax (PID 00077461)
Location	Northern half of block bound by Spring Garden Road, Queen Street, Clyde Street and Birmingham Street
Zoning (Map 1)	DH-1 (Downtown Halifax 1)
Lot Size	4,356 sq. metres (46,895 sq. ft.)
Site Conditions	Relatively flat on Spring Garden; gentle slope downwards to the south
Current Land Use(s)	Site excavated and below-grade structure under construction
Surrounding Land Use(s)	A mix of residential, commercial, retail and office uses, public library

Project Description
The applicant wishes to construct an 8-storey mixed-use building with mezzanine levels and 2 levels of underground parking. The details of the proposal are as follows (refer to report Attachments):

- ~25.8 metres in height;
- 216 residential units, of which 72 will be 2-bedroom units;
- Ground floor commercial space (~2,267 sq. metres/ 24,400 sq.ft.); and
- A pedestrian promenade (mid-block connection) linking Queen Street and Birmingham Street, to be lined with restaurant patio spaces and townhouse-style units.

Information about the approach to the design of the building has been provided by the project's architect in Attachment B.

Regulatory Context - Municipal Planning Documents
With regard to the Downtown Halifax Secondary Municipal Planning Strategy (DHSMPS) and the Downtown Halifax Land Use By-law (LUB), the following are relevant to the proposed development from a regulatory context:

- Zone: DH-1 Downtown Halifax 1
- Precinct: 3 - Spring Garden Road
- Pedestrian-Oriented Commercial Street: Spring Garden Road (Map 3 of LUB)
- Building Height (Pre and Post-Bonus): 22 metres Pre-Bonus & 28 metres Post-Bonus
- Streetwall Setback: 0-1.5 metres
- Streetwall Height: 11 metre minimum; maximum of 17 metres on Spring Garden Road, 18.5 metres maximum on Birmingham and Queen Streets.
- View planes: the site is encumbered by view planes #9 and 10, and within the 'shadow' of existing view plane protrusions by buildings which pre-dated the view plane regulations of the LUB.

The DRC should note that the proposal was reviewed by the Development Officer and deemed to be in compliance with the above LUB regulations, subject to confirmation at the permitting stage. More specifically, some of the rooftop mechanical and elevator equipment are within the areas of existing view plane protrusions, as confirmed by a surveyor, and therefore comply with the LUB. Also, in one location, an elevator enclosure is within the required 3 metre setback from the roof edge. In this location, the applicant is proposing to create an illuminated architectural feature, which would exempt it from the 3 metre setback (Attachment B).

In addition to the above regulations, the Design Manual of the Downtown Halifax LUB contains guidance regarding the appropriate appearance and design of buildings (Attachment D).

Site Plan Approval Process
Under the site plan approval process, development proposals within Downtown Halifax Plan area must meet the land use and building envelope requirements of the Land Use By-law (LUB), as well as the requirements of the By-law's Design Manual. The process requires approvals by both the Development Officer and the DRC as follows:

Role of the Development Officer:
In accordance with the Substantive Site Plan Approval process, as set out in the Downtown Halifax LUB, the Development Officer is responsible for determining if a proposal meets the land use and built form requirements contained in the LUB. The Development Officer has reviewed the application and determined that the following elements do not conform to the Downtown Halifax LUB:

- Minimum streetwall width on Birmingham Street;
- Interior lot line (rear) setbacks for portions of the building above the streetwall height;
- Maximum and minimum streetwall heights along Queen Street and Birmingham Street; and
- Upper storey streetwall stepbacks for continuous balconies along the Spring Garden Road elevation, above the streetwall;

The applicant has requested that five variances to the Downtown Halifax LUB be considered for approval through the site plan review process (Attachment B).

Role of the Design Review Committee:
The Design Review Committee, established under the LUB, is the body responsible for making decisions relative to a proposal's compliance with the requirements of the Design Manual.

The role of the Design Review Committee in this case is to:

1. Determine if the project is in keeping with the design guidelines contained within the Design Manual (Attachment D);
2. Consider the variance requests that have been made pursuant to variance criteria in the Design Manual (Attachment B);
3. Provide advice to the Development Officer if the proposal is suitable in terms of the expected wind conditions on pedestrian comfort (Attachment C); and
4. Provide advice to the Development Office on the suitability of the post-bonus height public benefit category being proposed by the applicant (Attachment B).

Notice and Appeal
Where a proposal is approved by the Design Review Committee, notice is given to all assessed property owners within the DHSMPS Plan Area boundary plus 30 meters. Any assessed property owner within the area of notice may then appeal the decision of the Design Review Committee to Regional Council. If no appeal is filed, the Development Officer may then issue the Development Permit for the proposal. If an appeal is filed, Regional Council must hold a hearing and make a decision on the application. A decision to uphold an approval will result in the approval of the project while a decision to overturn an approval will result in the refusal of the site plan approval application.

COMMUNITY ENGAGEMENT

The community engagement process has been consistent with the intent of the HRM Community Engagement Strategy and the requirements of the Downtown Halifax LUB regarding substantive site plan approvals. The level of engagement was information sharing, achieved through the developer's website, public kiosks at HRM Customer Service Centres, signs posted on the property, and a Virtual Public Open House held on June 7, 2021.

DISCUSSION

Design Manual Guidelines

The Design Manual contains a variety of building design conditions that are to be met in the development of new buildings and modifications to existing buildings. Those especially relevant in this case are as follows:

- Section 2.3 of the Design Manual contains design guidelines that are to be considered specifically for properties within Precinct 3; and
- Section 3.6 of the Design Manual specifies conditions by which variances to certain Land Use By-law requirements may be considered.

An evaluation of the general guidelines and the relevant conditions as they relate to the project are found in table format in Attachment D. The table illustrates staff's analysis and advice as to whether the project complies with the guidelines. In addition, it identifies circumstances where there are different possible interpretations of how the project relates to a guideline, where additional explanation is warranted, or where the Design Review Committee will need to give attention in their assessment of conformance to the Design Manual. Staff have undertaken a detailed review of the proposal, and have identified the following items as discussion items that require further consideration by the Design Review Committee:

Canopies and Awnings (*2.3 c., 3.1.1 d, 3.2.3 b, and 3.3.3 b & c.*)
To enhance the public realm, the Design Manual encourages canopies and awnings over the sidewalks abutting buildings, as a means of providing weather protection for pedestrians. However, in some cases, canopies and awnings are not necessary or appropriate, or in the case of development within a heritage context, were not a feature of the original building design. Instead, recessed entryways or building overhangs can often achieve the goal of providing suitable weather protection.

In this case, staff suggested that canopies be included above ground-floor entryways for the purpose of weather protection, similar to those which were installed by Westwood Developments on two adjacent projects, the TD Canada Trust and BMO buildings on opposite corners of Spring Garden Road and Birmingham Street. However, the applicant has, instead, preferred to utilize the building overhang of level 2 to provide suitable weather protection. Staff advise that the presence of the building overhang above entryways meets the intent of the Design Manual.

Variances

The applicant is requesting variances to the quantitative requirements of the Downtown Halifax LUB, which fall under five different categories:

1. Minimum streetwall width on Birmingham Street;
2. Upper storey side yard stepback - for the interior lot line (rear) setbacks for portions of the building above the streetwall height;
3. Maximum streetwall heights along Queen Street and Birmingham Street;
4. Minimum streetwall height along Birmingham Street; and
5. Upper storey streetwall stepbacks for continuous balconies along the Spring Garden Road elevation, above the streetwall.

The applicant has outlined the variance request on the plans submitted for committee consideration and has provided a rationale pursuant to the Design Manual criteria (Attachment B). The staff review of the variance request is provided in this section as outlined below.

Variance 1: Minimum Streetwall Width Variance
Section 9(6) of the LUB requires that, on lots other than on Central Blocks, the streetwall width may be reduced to no less than 80% of the width of a lot abutting a streetline, provided the streetwall is contiguous. The proposed streetwall width is 77% on Birmingham Street instead of 80%. This condition can most easily

be seen on the west elevation drawing. Section 9(8) of the LUB allows consideration of a variance where the relaxation is consistent with the criteria of the Design Manual.

Section 3.6.4 of the Design Manual allows for variances to the minimum streetwall width subject to meeting certain conditions as outlined in Attachment D. Of the potential conditions for a variance, this application is being considered under the following:

3.6.4 Streetwall widths may be varied by Site Plan Approval where:
- *a. the streetwall width is consistent with the objectives and guidelines of the Design Manual; and*
- *b. the resulting gap in the streetwall has a clear purpose, is well-designed and makes a positive contribution to the streetscape.*

The proposed variance to the streetwall width is required to allow for the pedestrian promenade, which is a positive, well designed feature of the development with a clear purpose. The proposed reduction (3%) is very minor, and as such staff recommends approval of this variance.

Variance 2: Upper Storey Side Yard Stepback (Mid-Rise)
Section 10(4) addresses mid-rise portions of the building. This section stipulates that the mid-rise portion (from top of streetwall up to 33.5 metres) shall be setback 5.5 metres from interior lot lines. In this case, the mid-rise portion of the building is located between 1.09m and 4.2m from the interior line to the south. This condition can most easily be seen on the east and west elevation drawings.

Section10(14) of the LUB provides the ability to vary building setbacks and stepbacks where the relaxation is consistent with the criteria of the Design Manual. Sections 3.6.2 and 3.6.6 of the Design Manual both allow for variances to the side and rear yard setbacks and upper storey side yard stepback requirements subject to meeting certain conditions outlined in Attachment D. Of the potential conditions for a variance, this application is being requested under the following provisions:

3.6.2 a. the modified setback is consistent with the objectives and guidelines of the Design Manual; and
b. the modification does not negatively impact abutting uses by providing insufficient separation.

The need for this variance arises from the inclusion of the proposed pedestrian promenade of an adequate width. The variance will allow for residential units with a double-loaded corridor on the southern end of the building while retaining enough setback from the abutting building to the south. No balconies are proposed on the south façade, thereby mitigating negative impacts that this type of building proximity can create. Staff recommend approval of this variance.

Variance 3: Maximum Streetwall Height Variance
Section 9(4) of the LUB requires that where there is more than one streetwall of differing heights, the lowest of the streetwalls shall be the permitted streetwall height. Therefore, the 17 metre maximum streetwall height on Spring Garden Road also applies to both Queen Street and Birmingham Street, despite Map 7 showing a height of 18.5 metres. The proposed streetwall heights are 17.76m on Queen Street and 18.25m on Birmingham Street. This condition can most easily be seen on the east and west elevation drawings. Section 9(8) of the LUB allows consideration of a variance to the streetwall height where the relaxation is consistent with the criteria of the Design Manual.

Section 3.6.3 of the Design Manual allows for variances to the minimum streetwall width subject to meeting certain conditions as outlined in Attachment D. Of the potential conditions for a variance, this application is being considered under the following:

3.6.3 Streetwall heights may be varied by Site Plan Approval where:
- *a. the streetwall height is consistent with the objectives and guidelines of the Design Manual; and*
- *c. the streetwall height of abutting buildings is such that the streetwall height would be inconsistent with the character of the street;*

The proposed increases to the maximum streetwall height (0.76m and 1.25m) are minor and only require a variance due to the presence of the lesser 17m height on the Spring Garden Road elevation. The

proposed building height would be consistent with the Central Library on the opposite side of Queen Street, the 'Mary Ann' building on Clyde Street to the south, and the 'Margaretta' building under construction to the west. The proposal will further be consistent with the character of the area and its 1:1 ratio of the width of the street. Therefore, staff recommend approval of this variance.

Variance 4: Minimum Streetwall Height Variance

Section 9(3) of the LUB requires that the minimum streetwall height shall be 11 metres high. The applicant has requested a variance to this requirement on Birmingham Street to allow for the portion of the streetwall that abuts the pedestrian promenade entrance, with one level of commercial space and landscaped rooftop area above for tenants. This condition can be most easily seen on the west elevation drawing.

Section 9(8) of the LUB provides the ability to vary streetwall width where the relaxation is consistent with the criteria of the Design Manual. Section 3.6.3 of the Design Manual allows for a variance to the minimum streetwall height requirements subject to meeting certain conditions outlined in Attachment D. Of the potential conditions for a variance, this application is being requested under the following provisions:

3.6.3 Streetwall heights may be varied by Site Plan Approval where:
- *a. the streetwall height is consistent with the objectives and guidelines of the Design Manual; and*
- *b. the modification is for a corner element that is used to join streetwalls of differing heights;*

The proposed reduction in the minimum streetwall height in this case is reasonable. The commercial restaurant corner element of the streetwall will be maintained and will provide a human scale and pedestrian-friendly aspect to the promenade, with more sunlight penetration into the space than with a larger streetwall in this location. Therefore, staff recommend approval of this variance.

Variance 5: Upper Storey Streetwall Stepbacks

Section 10(13) of the LUB indicates that 'balconies shall be permitted encroachments into a setback, stepback or separation distance, at or above the level of the second storey of a building, provided that the protrusion of the balcony is no greater than 2 metres from the building face and the aggregate length of such balconies does not exceed 50% of the horizontal width of that building face'. In this case, above the 17m Spring Garden Road streetwall, the glass balconies are continuous, with a length of 100% of the building face and a depth exceeding 2m (depth of 3.9m and 4.3m). This condition can be most easily seen on the "Site Plan – Roof" drawing in the applicant's submission package.

Section 10(14) of the LUB provides the ability to vary the upper storey streetwall stepbacks to allow for the continuous balconies where the relaxation is consistent with the criteria of the Design Manual. Section 3.6.5 of the Design Manual allows for a variance to the upper storey streetwall stepback requirements subject to meeting certain conditions outlined in Attachment D. Of the potential conditions for a variance, this application is being requested under the following provisions:

3.6.5
- *a. the upper storey streetwall setback is consistent with the objectives and guidelines of the design manual; and*
- *b. the modification results in a positive benefit such as improved heritage preservation or the remediation of an existing blank building wall;*

The use of clear glass or glass and metal rails is a reasonable solution in this case. LUB Section 11(3), which requires stepbacks above the 17m streetwall to achieve an angular plane for sunlight penetration onto Spring Garden Road, cannot be varied. Therefore, the use of glass instead of a solid parapet is necessary in order to avoid infringing upon the angular plane. Additionally, as noted in the applicant's submission, the continuous horizontal balconies provide a unifying design feature that complements the vertical breaks in the Spring Garden (north) facade and ties the design together into a cohesive whole, resulting in a positive benefit. Staff recommend approval of this variance.

Wind Assessment

A quantitative wind impact assessment was prepared for the applicant by RWDI Inc. and is included in Attachment C. The need for the assessment results from the overall height of the building being greater than 20m, and its purpose is to determine whether the site and its surroundings will be safe and comfortable

for pedestrians once the new building is constructed. The assessment submitted for this proposal included wind tunnel testing of the 'existing' configuration, with the site's former buildings in place, and the 'proposed' configuration with the new building in place, for both summer and winter scenarios. The assessment concluded that, at all times of the year, the proposed development will result in appropriate wind comfort conditions, including along the sidewalks, promenade, patios and terraces, and that predicted wind speeds are expected to meet the pedestrian wind safety criterion. There will be some improvement in wind comfort conditions with the new building in place when compared to the existing site conditions.

Proposed Public Benefit
The Downtown Halifax LUB specifies a maximum pre-bonus height and a maximum post-bonus height. Projects that propose to exceed the maximum pre-bonus height are required to provide a public benefit. The LUB lists the required public benefit categories, and establishes a public benefit value that, with adjustments for inflation, is the equivalent of $4.70 for every 0.1 square metres of gross floor area created by extending above the pre-bonus height.

The applicant proposes that the public benefit category include the *undergrounding of overhead electrical and communication distribution systems,* in the form of an underground vault for burying utilities along the block in conjunction with the ongoing Spring Garden Road streetscaping program.

Conclusion
Staff advise that the proposed development of a 8-storey mixed-use building meets the objectives and guidelines of the Design Manual. It is, therefore, recommended that the substantive site plan approval application be approved.

FINANCIAL IMPLICATIONS

There are no financial implications. The HRM costs associated with processing this planning application can be accommodated within the approved 2021-2022 operating budget for C310 Urban & Rural Planning Applications.

RISK CONSIDERATION

There are no significant risks associated with the recommendations contained within this report.

ENVIRONMENTAL IMPLICATIONS

No environmental implications are identified.

ALTERNATIVES

1. The Design Review Committee may choose to approve the application with conditions. This may necessitate further submissions by the applicant, as well as a supplementary report from staff.

2. The Design Review Committee may choose to deny the application. The Committee must provide reasons for this refusal based on the specific guidelines of the Design Manual. An appeal of the Design Review Committee's decision can be made to Regional Council.

ATTACHMENTS

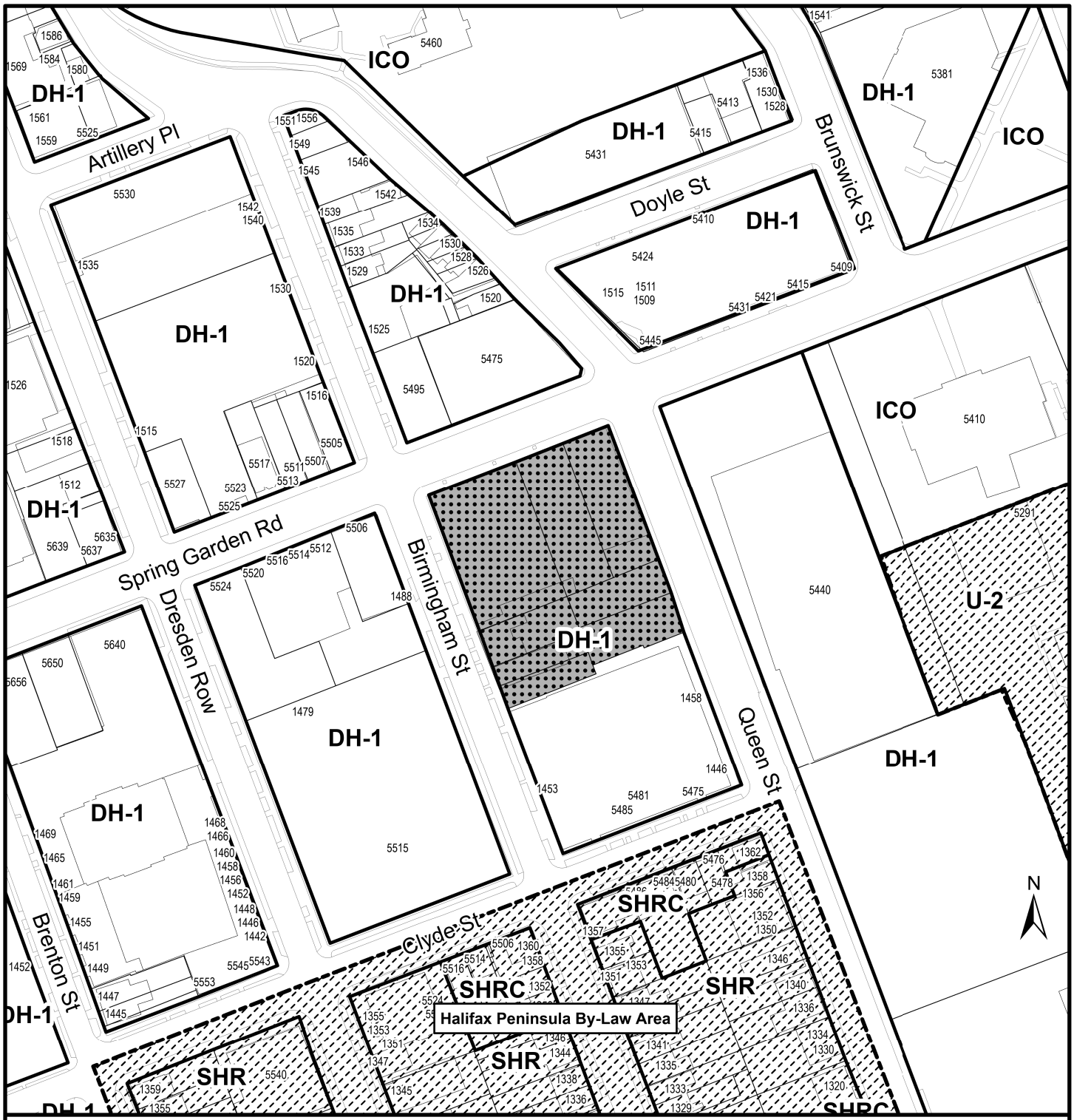
Map 1 Location and Zoning

Attachment A Site Plan Approval Plans

Attachment B	Design Rationale and Variance Request
Attachment C	Wind Assessment
Attachment D	Design Manual Checklist
Attachment E	Perspective Drawings
Attachment F	Floor Plans and Cross Sections
Attachment G	Shadow and View Plane Studies

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Paul Sampson, Planner II, 902.717.8125



Map 1 - Zoning and Location

1470 Queen Street,
Halifax

HALIFAX

Subject Area

Halifax Peninsula By-Law

Downtown Halifax
Land Use By-Law Area
Halifax Peninsula Land Use By-Law

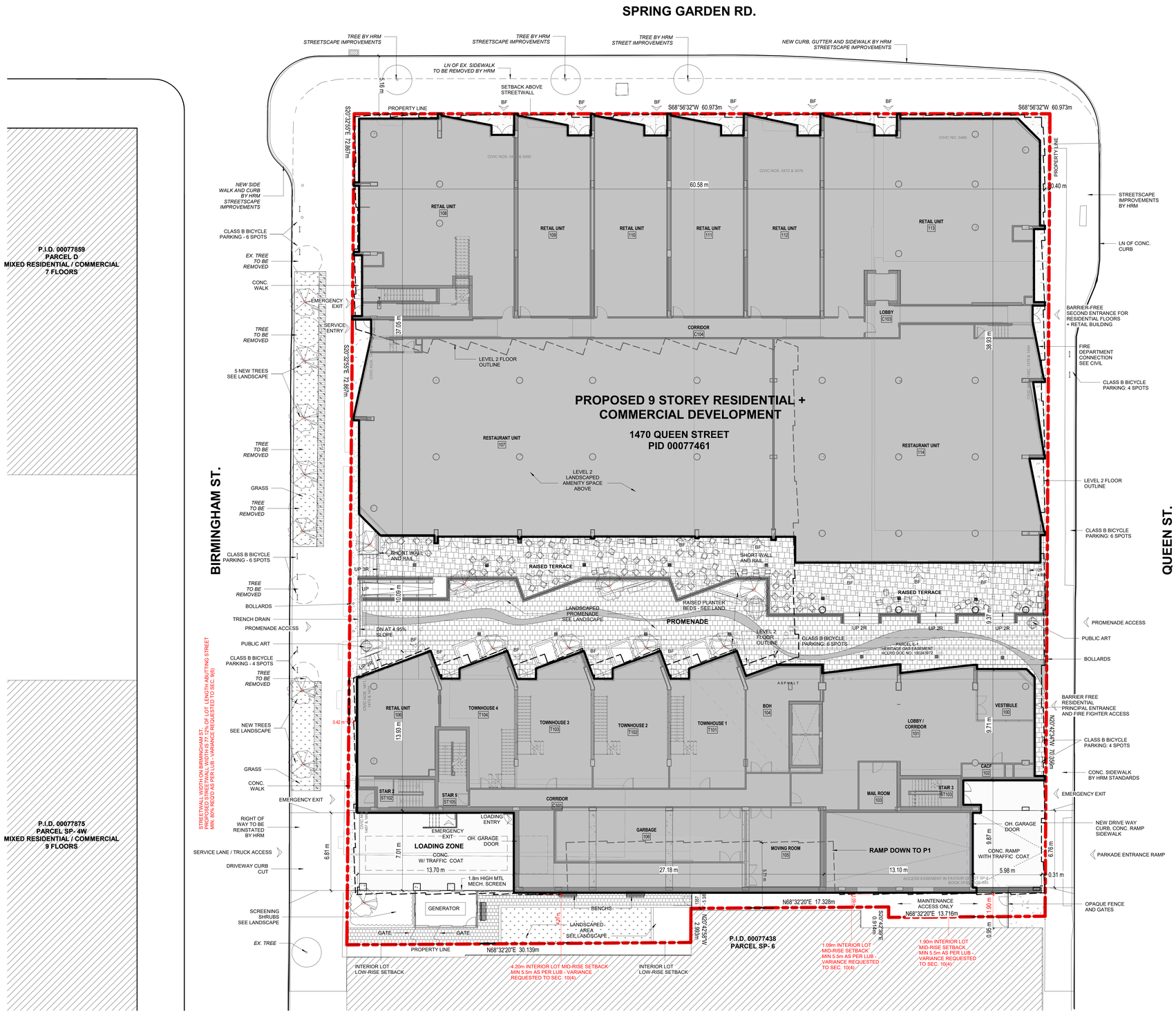
	Zone	
DHFX	DH-1	Downtown Halifax
	ICO	Institutional, Cultural and Open Space
HPEN	SHR	Schmidtville Heritage Residential
	SHRC	Schmidtville Heritage Residential Commercial
	U-2	High-Density University

0 10 20 30 40 50 60 m

This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

Attachment A: Site Plan Approval Plans

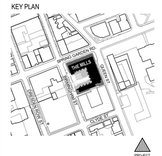


1 A1.01 SITE PLAN 3/32" = 1'-0"

SITE PLAN LEGEND

- PROPERTY LINE
- BUILDING LIMIT ABOVE
- ACCESS POINTS TO BUILDING
- RAILING
- SIDEWALK TO BE REMOVED BY HRM
- PEDESTRIAN PAVERS
- PROPOSED BUILDING
- RIVERSTONE DRAINAGE
- ASTROTURF
- EXISTING BUILDINGS
- BICYCLE PARKING
- PROMENADE DRAIN
- BOLLARDS
- GARBAGE BIN
- CATCH BASIN
- TREES TO BE REMOVED
- PROPOSED TREES
- PROPOSED PLANTING

KEY PLAN



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NO.	REVISION	DATE
4	REISSUED FOR SPA	10/08/2021
3	SPA FULL APP SUBMISSION	25/06/2021
2	SITE PRE-APP SUBMISSION	22/03/2021
1	SITE PRE-APP SUBMISSION	28/08/2020

STAMP

WESTWOOD
THE MILLS DEVELOPMENT
1470 QUEEN STREET

PROJECT NO.: 18114
DRAWN BY: Author
CHECKED BY: SA
SCALE: 3/32" = 1'-0"

SITE PLAN

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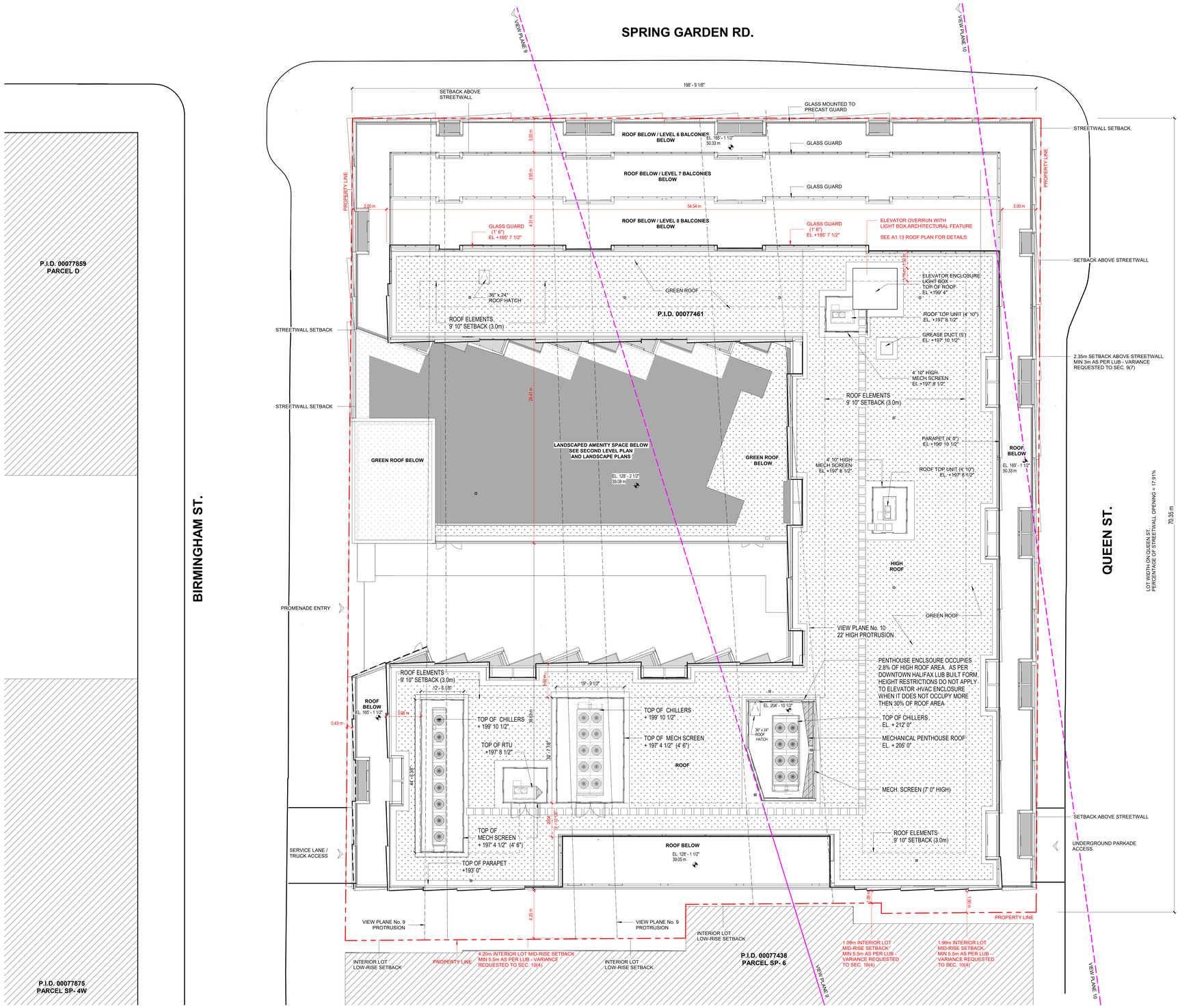

1 / A1.01B SITE PLAN - ROOF
3/32" = 1'-0"

KEY PLAN

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SITE PLAN - ROOF

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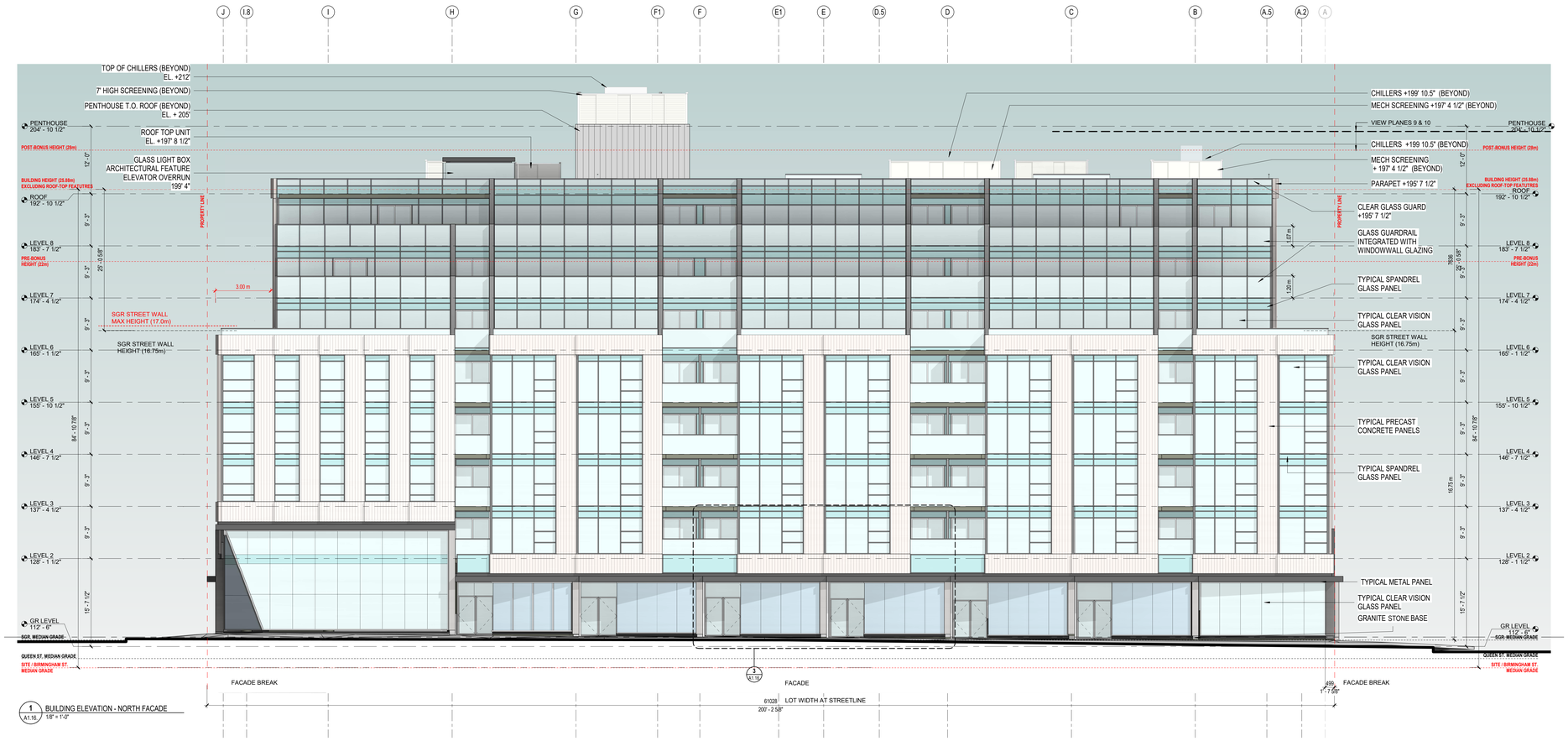


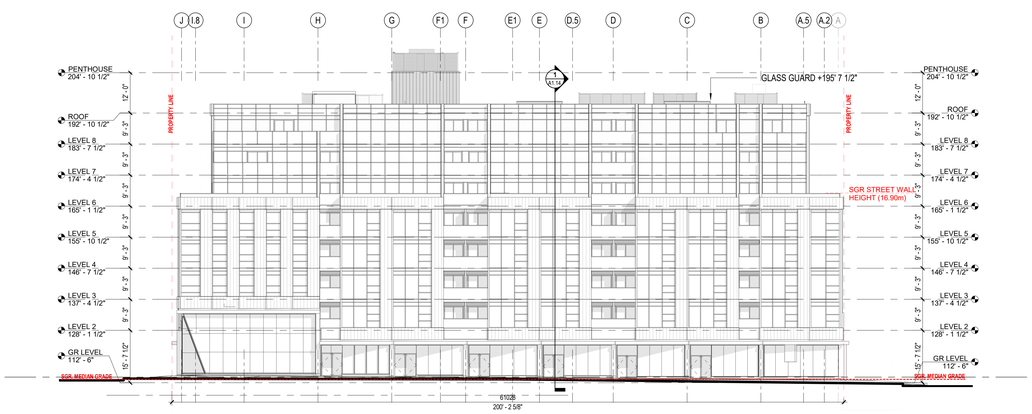
1 BUILDING ELEVATION - NORTH FACADE
A1.16 1/8" = 1'-0"

SPRING GARDEN ROAD STREETWALL WIDTH CALCULATION:

LOT WIDTH AT STREETLINE = 200' 2 1/2" (61.028m)
STREETWALL BREAKS = 5' 7" (1.699m) (AT GROUND LEVEL)
STREETWALL FACADE = 194' 6 1/2" (59.329) (AT GROUND LEVEL)

QUEEN ST. STREETWALL WIDTH = 97.2%,

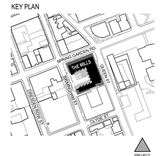
MIN STREETWALL SHALL BE NO LESS THAN 80% OF THE A LOT ABUTTING A STREETLINE.



2 BUILDING ELEVATION - NORTH FACADE
A1.16 1/16" = 1'-0"

3 NORTH ELEVATION SIGNAGE SAMPLE
A1.16 1/4" = 1'-0"

KEY PLAN



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MATERIAL PALETTE

- PRECAST CONCRETE
- METAL PANEL
- VISION GLASS
- SPANDREL GLASS

NO.	REVISION	DATE
4	REISSUED FOR SPA	10/08/2021
3	SPA FULL APP SUBMISSION	25/06/2021
2	SITE PRE-APP SUBMISSION	22/03/2021
1	SITE PRE-APP SUBMISSION	29/08/2020

STAMP

WESTWOOD

THE MILLS DEVELOPMENT

1470 QUEEN STREET

PROJECT NO.: 18114

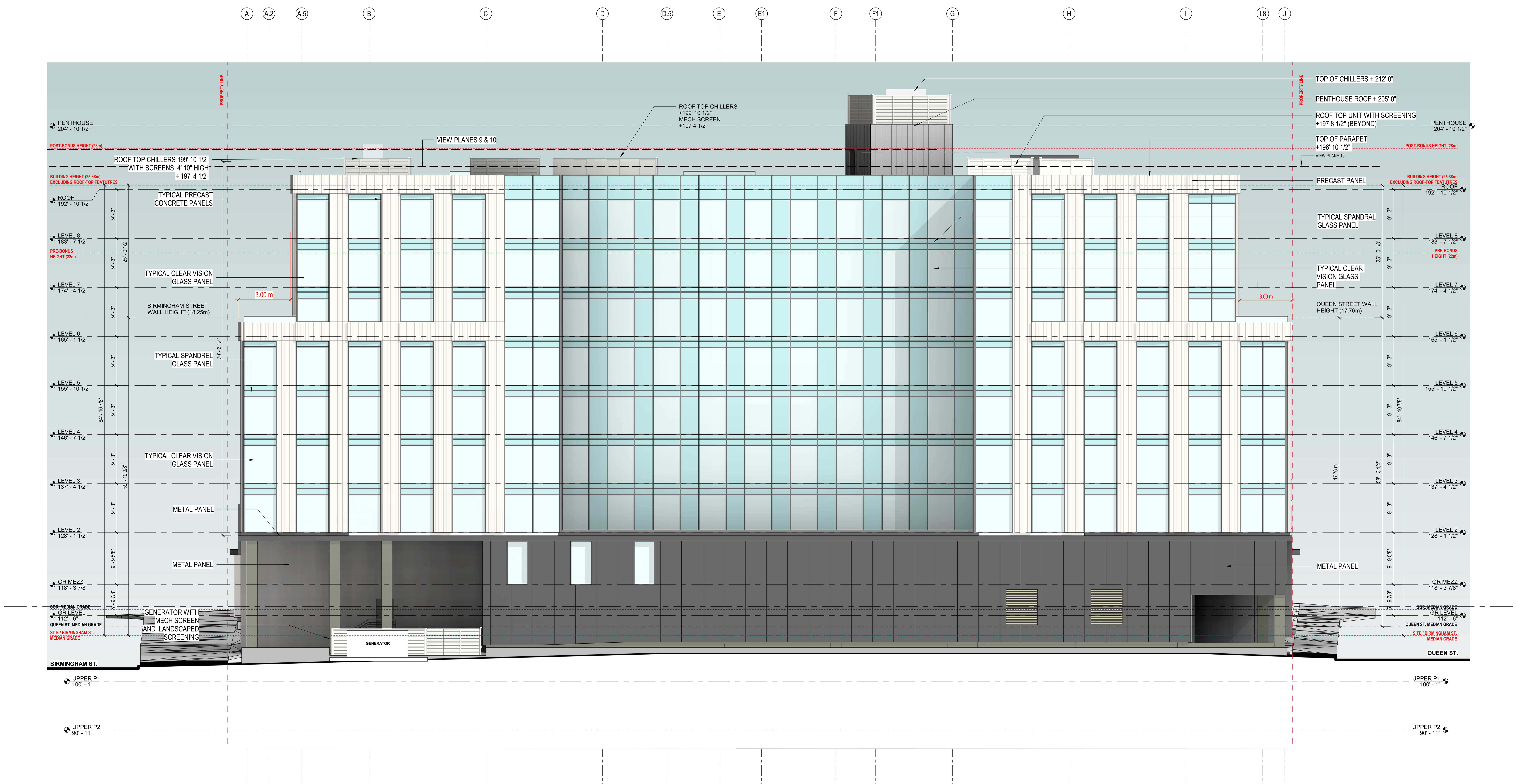
DRAWN BY: Author

CHECKED BY: SA

SCALE: As indicated

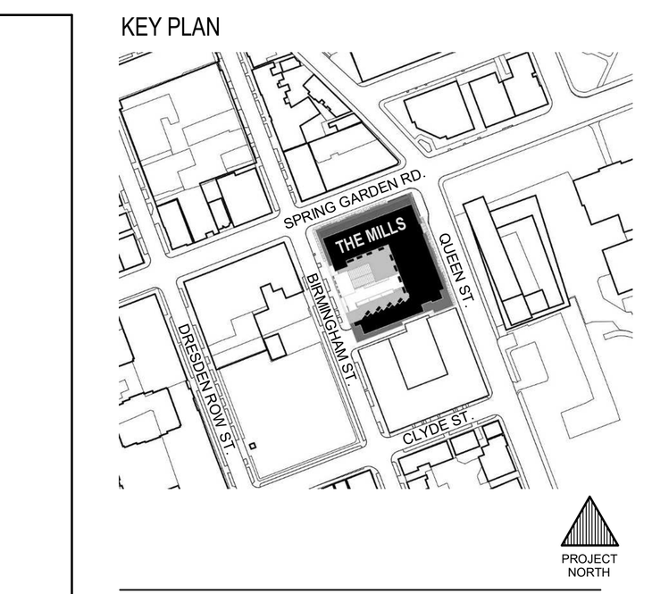
BUILDING ELEVATION - NORTH

A1.16



1 SOUTH
A1.17 1/8" = 1'-0"

KEY PLAN



CLIENT:

MILLS COMPANY HOLDINGS LIMITED

CONSULTANT:

zeidler

600-158 Sterling Road,
TOTONTO, ONTARIO, CANADA M6R 2B7
T: (416) 596-8300
F: (416) 596-1408

CONSULTANT:

DSRA

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f 902 420 9450 | Halifax, Nova Scotia, CAN B3J 1G2

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THE MILLS DEVELOPMENT

1470 QUEEN STREET

PROJECT NO.: 18114

DRAWN BY: Author

CHECKED BY: SA

SCALE: 1/8" = 1'-0"

BUILDING ELEVATION - SOUTH

A1.17

QUEEN ST. STREETWALL WIDTH CALCULATION:

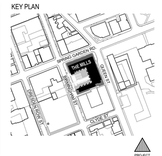
LOT WIDTH AT STREETLINE = 230'-9 1/2" (70.351m)
STREETWALL BREAKS = 36' 11 1/2" (11.250m) (AT GROUND LEVEL)
STREETWALL FACADE = 193' 9" (59.100m) (AT GROUND LEVEL)

QUEEN ST. STREETWALL WIDTH = 84%,

MIN STREET WALL WIDTH SHALL BE REDUCED TO NO LESS THAN 80% OF THE WIDTH OF THE LOT LENGTH ABUTTING A STREETLINE

1 / A1.18 BUILDING ELEVATION - EAST FACADE
1/8" = 1'-0"

KEY PLAN



CLIENT:

MILLS COMPANY HOLDINGS LIMITED

CONSULTANT:

zeidler
600-158 Sterling Road,
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1470 QUEEN STREET

PROJECT NO.: 18114

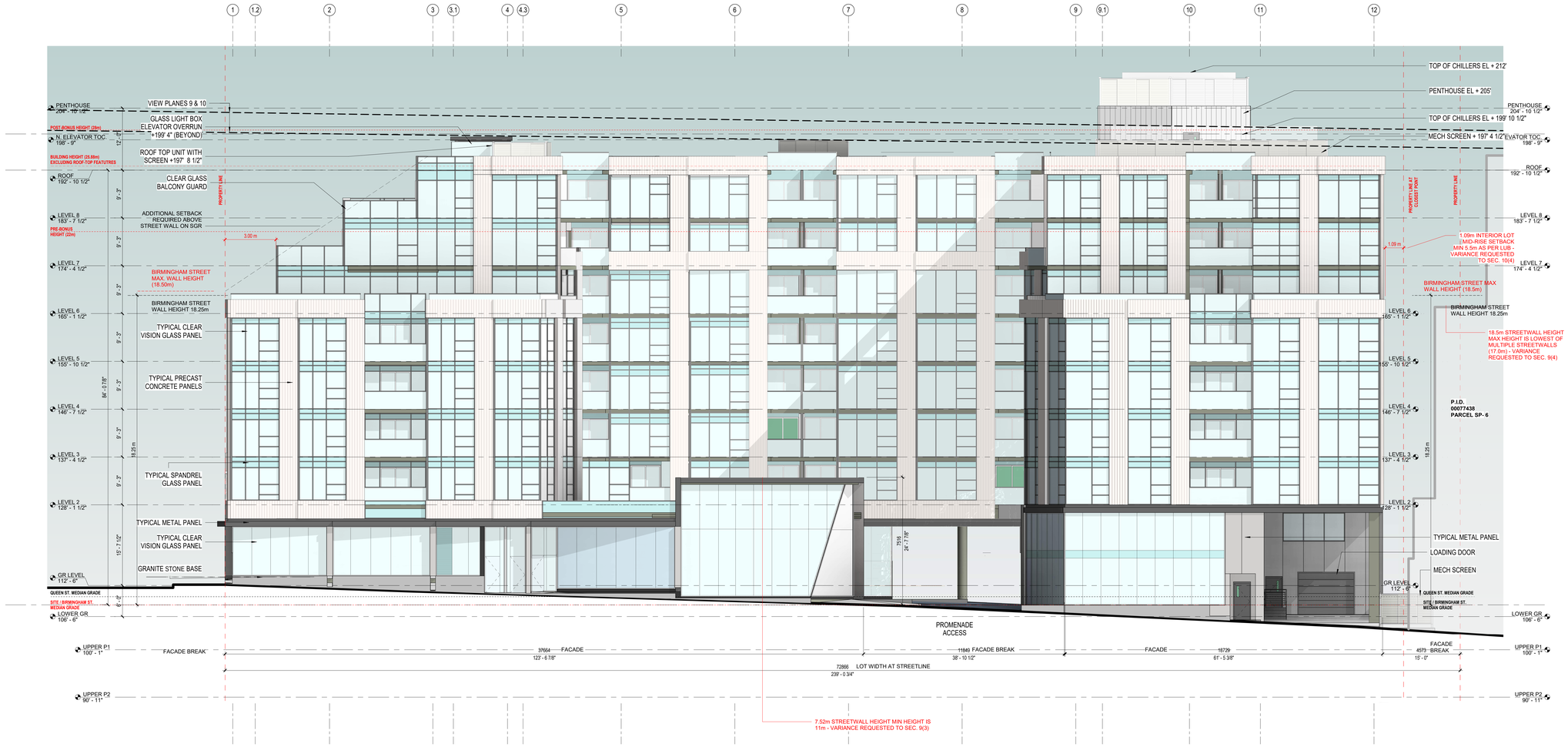
DRAWN BY: Author

CHECKED BY: SA

SCALE: 1/8" = 1'-0"

BUILDING ELEVATION - EAST

A1.18



BIRMINGHAM STREETWALL WIDTH CALCULATION:

LOT WIDTH AT STREETLINE = 239'-1/2" (72.866m)
STREETWALL BREAKS = 54' 6" (16.614m) (AT GROUND LEVEL)
STREETWALL FACADE = 184' 4 1/2" (56.191m) (AT GROUND LEVEL)

STREETWALL WIDTH = 77.12%,

MIN STREET WALL WIDTH SHALL BE REDUCED TO NO LESS THAN 80% OF THE WIDTH OF
THE LOT LENGTH ABUTTING A STREETLINE, A VARIANCE IS REQUIRED FOR SECT. 9 (6) FOR 2.88% DIFFERENCE.

1 / A1.19 BUILDING ELEVATION - WEST FACADE
1/8" = 1'-0"

KEY PLAN

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CONSULTANT:

zeidler
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WESTWOOD

THE MILLS DEVELOPMENT

1470 QUEEN STREET

PROJECT NO.: 18114

DRAWN BY: Author

CHECKED BY: SA

SCALE: 1/8" = 1'-0"

BUILDING ELEVATION - WEST

A1.19

Attachment B: Design Rationale and Variance Requests

SUBMITTED ON BEHALF OF MILLS COMPANY HOLDINGS LIMITED

THE MILLS

FULL SITE PLAN APPROVAL APPLICATION

FULL APPLICATION SUBMISSION - REVISED

wsp zeidler DSRA

THE MILLS

SITE PLAN APPROVAL

SUBMITTED ON BEHALF OF MILLS COMPANY HOLDINGS LIMITED

FULL SITE PLAN APPROVAL APPLICATION SUBMISSION

PROJECT NO.: 201-07964
DATE: AUGUST 10, 2021

August 10, 2021

Halifax Regional Municipality - Planning and Development, Current Planning
PO Box 1749
Halifax, NS, B3J 3A5

Re: **Site Plan Approval Full Application for The Mills (00077461)**

Attention: **Paul Sampson, Planner II, HRM Urban Enabled Applications**

Dear Mr. Sampson,

On behalf of Mills Company Holdings Limited, WSP Canada Inc. is submitting this Full Site Plan Approval application for The Mills site (1470 Queen Street). This building is designed in partnership by DSRA Architecture and Zeidler Architecture Inc. We feel the design strongly meets the intent of the Downtown Plan and the Design Manual and contributes to the overall look, feel, and character of the Spring Garden Road neighbourhood. We look forward to moving this application along and working with staff and DRC through the final steps of the Site Plan Approval process.

To assist with the application, the following revised supporting materials are enclosed:

1. Explanation of Design Rationale consistent with Schedule S-1: Design Manual (within this letter)
2. Revised Building Drawings, Zeidler and DSRA (August 9, 2021)
3. 3D model (August 9, 2021)

Other materials as previously submitted to support this application are:

4. Landscape Plan, Vollick McKee (June 25, 2021)
5. Lighting Plan, Barber Engineering Services Ltd. (June 26, 2021)
6. Servicing Schematic, SDMM (June 25, 2021)
7. Latest Survey Plan, SDMM (March 22, 2021)
8. View Plane Certification Letter, SDMM (March 22, 202)1
9. Traffic Impact Statement Addendum Letter, WSP (March 22, 2021)
10. Qualitative Wind Impact Statement, DSRA (March 22, 2021). Quantitative Wind Assessment (July 14, 2021)

We look forward to moving ahead through to the Design Review Committee.

Yours truly,

Original Signed

Christina Lovitt, MCIP, LPP, PMP
Planning Manager – Atlantic, WSP Canada Inc.
(902) 536-0922
Christina.Lovitt@wsp.com

Cc: dchedrawe@westwoodgroup.ca, salah@dsra.ca, dcollins@zeidler.com

TABLE OF CONTENTS

1 APPLICATION OVERVIEW

On behalf of Mills Company Holdings Limited, we are pleased to be submitting this full application for the redevelopment of 1470 Queen Street (the former Mill's block) herein known as 'The Mills'. The proposed building will be built on the approximately 4,350 sq. m. site on the south side of Spring Garden Road, flanked by Queen Street to the east and Birmingham Street to the west.

DSRA and Zeidler have come together to propose the following design for The Mills. The design is a modern and contemporary take on how this specific corner has evolved. Its materials, glazing and corner massing suits one of Westwood's flagship developments across the intersection (The Doyle), and give nods to the playful yet sleek lines that the Central Library's design offers to the intersection.

The proposed design remains fully integrated within the urban fabric of the Spring Garden Road area. This area was first subdivided in the early 19th century and the urban development grid of the area remains on the site to the present day. The Mills is maintaining the same urban development grid in the massing and design of the overall building.

The corner element at the Queen Street/Spring Garden Road intersection is a prominent feature of the submitted design as it is felt that this corner deserves special attention as a prominent intersection in downtown Halifax. The design of the proposed building at The Mills carefully considers providing increased massing and streetwall unification at this corner through material use and allocation and streetwall articulation. The sawtooth patterns that move along both Spring Garden Road and Queen Street come together in this corner element which replicates this movement through minor sawtooth recessions in the upper portions of the corner streetwall massing. Increased glazing on the ground floor of this corner piece that is framed by a contrasting cladded "eyebrow" provides a more pronounced presence of the building at the pedestrian level while still fitting into the Spring Garden Road streetscape. A glazed, illuminated architectural feature, with a similar "eyebrow top" is also introduced on the rooftop at the northeast corner, bringing visual interest to the rooftop. Through this architectural feature on the rooftop design attention is brought up the building from the ground level to the rooftop - to mark this significance and prominent corner.

Figure 1: The Mills corner massing at the Queen Street/Spring Garden Road intersection

The crowning feature of the site is the central mid-block pedestrian promenade. The design creates a midblock connection from Queen Street to Birmingham Street, between Spring Garden Road and Clyde Street. This promenade provides a location for spill out commercial and restaurant seating, which Spring Garden Road does not currently have in this location. This space is envisioned as a lively and vibrant pedestrian space flanked by restaurants, outside seating, and cafes.

Please see the attached Landscape Plan for further details of this space.

Figure 2: The Mills midblock pedestrian promenade connection. View from Birmingham Street.

2 LAND USE BY-LAW REGULATIONS AND DESIGN MANUAL GUIDELINES

The following is a review of how the proposed design meets the criteria set forward in the Downtown Halifax LUB and Schedule S-1 Design Manual.

2.1.1 DOWNTOWN HALIFAX LAND USE BY-LAW CRITERIA

Zone	Downtown Halifax LUB DH-1	The Mills
Permitted Land Uses	7(1) Commercial uses, excluding adult entertainment uses; Cultural uses; Institutional uses; Marine-related uses; Open Space uses; Residential uses; Transportation uses; and Uses accessory to the foregoing.	Will contain residential, commercial, and accessory uses.
Pedestrian-Oriented Commercial Street Uses	7(2) …only those uses listed below shall be permitted on the ground floor of a building in the DH-1 Zone immediately abutting the streetline of Pedestrian-Oriented Commercial Streets, as identified on Map 3: (a) The following commercial uses: — Banks and related uses, Licenced alcohol establishments, Personal service uses, eating establishments, Movie theatres, Commercial recreation uses, and Retail uses; (b) Cultural uses; and (c) Uses accessory to the foregoing. 7(3) Notwithstanding subsection (2), pedestrian entrances and lobbies associated with any use permitted pursuant to subsection (1) may face and have access onto Pedestrian-Oriented Commercial Streets.	Ground floor space will be used for commercial uses (as described in 7(2)(a). There will be direct pedestrian entrances for all commercial spaces located on Spring Garden Road (Pedestrian-Oriented Commercial Street).
Residential: Dwelling Mix	7(4a) One third of the total number of dwelling units, rounded up to the nearest full number, in a building erected, altered or used as a multiple unit dwelling shall be required to include two or more bedrooms.	The building consists of 216 units. 33% of units are 2+ bedrooms. The following is a detailed unit break-down: (144) 1-bedroom units (72) 2-bedroom units

Zone	Downtown Halifax LUB DH-1	The Mills
	7(5) Residential uses shall have direct access to the exterior ground level separate from any non-residential use.	Residential access remains separate from commercial access. Individual townhouses will have separate entrances off the pedestrian promenade, and the remining residential units will be accessed from secured common lobby areas.
Landscaped Requirements (Precinct 3)	11(A)-(B): Requires landscaped open space on all lots for uses primarily residential. 11(C): Minimum 5sqm of landscaped open space for each unit. 11(D): Rooftop Open Space may be transferred to the building rooftop; (a) any rooftop landscaped open space is a minimum of 56 square metres in area; (b) the rooftop landscaped open space is fully accessible for the common use of the occupants of the building; and (c) the rooftop landscaped open space is located on a portion of the roof that is not sloping.	Landscaped Open space will be provided through the pedestrian promenade between Birmingham Street and Queen Street, as well as on the second floor streetwall above the restaurant area on Birmingham Street. Required is 1,080 sqm. Provided is 1,091 sqm. This space is accounted for in the pedestrian promenade area (459 sqm), second floor rooftop area (505 sqm), and a gated landscaped strip at the ground floor accessible to residents which will be programmed for dog owners (127 sqm).
Built Form Requirements	**Lot Requirements** 8(1) Every lot shall have frontage on a street. **Number of Buildings on a Lot** 8(2) no more than one main building on one lot or one building on more than one lot **Building Height: Maximum Pre-bonus Heights and Maximum Post-Bonus Heights** 8(6), (7): References Maps 4 and 5.	Frontage exists on Spring Garden Road, Queen Street, Birmingham Street. One building on the lot is proposed. Building Height is 25.88m excluding the rooftop features which are listed in Section 8(8) of the Land Use By-Law

Zone	Downtown Halifax LUB DH-1	The Mills
	— Pre-Bonus: 22m — Post Bonus: 28m 8(8): The height requirements in subsections (6) and (7) of section 8, …shall not apply to [a series of building elements], provided that the total of all such features, shall occupy in the aggregate less than 30% of the area of the roof of the building on which they are located. 8(10): Features referenced in subsection (8) shall be setback no less than 3 metres from the outer most edge of the roof on which they are located. No setback is required for clock towers, parapets, cornices and similar architectural features.	Aggregate area of rooftop features beyond the post-bonus height is significantly less than 30% of roof area. See roof plan for more details. The elevator enclosure on the northeast corner of the roof is encroaching within the 3m rooftop setback by 0.7m. This is designed to be an Architectural Feature of the building through providing a glazed, illuminated feature which brings visual interest to the rooftop (similar in a way that a clock tower brings visual interest to a building's roof). The northeast corner of the building is at the crossroads of Spring Garden Road and Queen Street – a prominent intersection within downtown Halifax. This intersection is home to the Halifax Central Library – which is of a bold geometric and glass design (across the street from the Mill's site). The Library is paid homage to by the glass corner element at the street level as this significant corner deserves special attention. Through the glazed and illuminated Architectural Feature on the rooftop at this corner this design attention is brought up the building from the ground level to the rooftop - to mark this significance and prominent corner. See building drawings for design sketch. Mechanical equipment screening has been revised to not be closer than 3m to the roof edge.
Landscaping for Flat Rooftops	**Landscaping for Flat Rooftops** 8(12) All buildings erected or altered, with a flat roof shall provide a fully landscaped area on those portions of the flat roof not required for architectural features or mechanical equipment. These landscaped areas need not be fully accessible except where they are provided pursuant to the	Please refer to Roof Plan for extent of green roof.

Zone	Downtown Halifax LUB DH-1	The Mills
	requirements of subsections (10) and (11D) of section 7	
Land Uses at Grade	**Land Uses at Grade** 8(13) The ground floor of a building, … shall have a floor-to-floor height of no less than 4.5 metres.	Ground Floor Height: 4.7m
View Plane Requirements	Section 8(14)-(16)	The Mills does not protrude through a view plane with the exception of areas protruding through in the shadow of the Grain Elevators located at 951 South Bland Street. This is permitted as per section Section 8(14) of the Downtown Land Use Bylaw and Section 24(b) of the Halifax Peninsula Land Use Bylaw. A surveyor's letter of confirmation is provided.
Rampart Requirements	Section 8(17)	The Mills does not protrude through a rampart. A surveyor's letter of confirmation is provided.
Wind Impact	Section 8(18)	A Quantitative Wind Assessment found speeds on and around the proposed project are expected to meet the safety criterion; conditions at all areas assessed at grade-level (including sidewalks, main building entrances, promenade spaces, and the restaurant patio area are expected to be appropriate for the intended usage throughout the year; the wind comfort conditions at the South-East façade of the proposed building are slightly improved for pedestrian usage from enhanced sheltering of these areas; throughout the year, wind comfort conditions apt for passive pedestrian usage is anticipated for the proposed development at the outdoor terrace amenity (Level 2) and roof areas.
Accessory Buildings	Section 8(19)	N/A
Prohibited External Cladding Materials	Section 8(20)-(21)	The Mills is not proposing any prohibited external cladding materials.

Zone	Downtown Halifax LUB DH-1	The Mills
Drive-Thrus	Section 8(22)	No drive-thrus proposed.
Streetwalls	**Streetline Setback** Section 9(1) Map 6: varies 0-1.5m for SGR, Queen Street, Birmingham St.	SGR: 0.0m Queen Street: 0.7m Birmingham Street: 0.0m
	Streetwall Height Section 9(2) Map 7: maximum height (SGR): 17.0m maximum height (Birmingham and Queen): 18.5m	SGR: 16.75m Birmingham Street: 18.25m (Street width 18.2m) Queen Street: 17.76m (Street width 23.7m) *(Street width measured from building face to building face at grade)*
	Section 9(3): Minimum streetwall height: 11m	Portion of Birmingham Street streetwall is 7.52m* and 4.74m* *A variance has been requested – see Section 3 for details (Variance 4)
	Section 9(4): Where there is more than one streetwall of differing heights the lowest of the streetwalls shall be the permitted streetwall height	See streetwall heights listed above. *A variance has been requested for Birmingham and Queen Street streetwall heights to be above 17m – see Section 3 for details (Variance 3)
	Streetwall Width 9(5) A streetwall shall extend the full width of a lot abutting the streetline. 9(6) …streetwall width may be reduced to no less than 80 % of the width of a lot abutting a streetline, provided the streetwall is contiguous.	SGR: 97.2% Birmingham Street: 77.12%* Queen Street: 84% *A variance has been requested – see Section 3 for details (Variance 1).
	Streetwall Stepback Section 9(7): requires 3m stepback.	There is a 3m streetwall stepback on Birmingham St., and Queen St. See Roof Plan and Elevation Drawings.

Zone	Downtown Halifax LUB DH-1	The Mills
		A stepback has been provided on Spring Garden Road as per the required angular plane. See elevation drawings.
Building Setbacks and Stepbacks	**Low-Rise Buildings** 10(3) – The low-rise portion of the building may be setback from interior lot lines no more than 20% of the lot width. This requirement is applicable at the rear and interior side of the property. **Mid-Rise Buildings** 10(4) Above a height of 18.5 metres, or the height of the streetwall, the mid-rise portion of a building shall be setback from interior lot lines no less than 10% of the lot width or 5.5 metres, whichever is less. Where a lot has more than one streetline, the greater lot width shall apply.	**Low-Rise Portion** Interior Lot Line Setback: varies 1.47m to 5m (max. 8% of lot width). **Mid-Rise Portion** Interior Lot Line Stepback: varies from 1.09m to 4.2m* *A variance for this has been requested. See Section 3 for details.
Permitted Encroachments	10(12) Eaves, gutters, down spouts, cornices and other similar features shall be permitted encroachments into a required setback, stepback or separation distance to a maximum of 0.6 metres. 10(13) Balconies shall be permitted encroachments into a setback, stepback or separation distance, at or above the level of the second storey of a building, provided that the protrusion of the balcony is no greater than 2m from the building face and that the aggregate length of such balconies does not exceed 50% of the horizontal width of that building.	There are no encroachments of building features into the rights-of-way other than the overhang canopy that is present along Spring Garden Road. We understand that the canopies should be shown on the building drawings for DRC approval, and that a permanent encroachment application would subsequently need to be submitted to go before Council. There are clear glass railings that encroach into the additional setback requirements for the SGR angular plane (see 11(3) below). The encroachment is for balconies that are greater than 2m from the building face. Additionally, the aggregated width of the balconies exceeds 50% of the horizontal width. * A variance on these encroachment allowances has been requested. See Section 3 for details (Variance 5).
Additional Requirements	**Precinct 3: Spring Garden Road Area**	An additional setback has been provided for the Spring Garden Road (SGR)

Zone	Downtown Halifax LUB DH-1	The Mills
	11(3) On the south side of Spring Garden Road, between Queen Street and South Park Street…, above a height of 17 metres measured at the streetline, buildings shall be setback an additional 0.9 metres from the streetline, for every 0.6 metres in height.	streetwall portion that is above 17m in height. See building drawings for the angular line setback transition from SGR. There are clear glass railings that encroach into the additional setback requirements for the SGR angular plane. We understand that this is permissible as clear glass allows sunlight penetration, which does not defeat the intent of the angular plan.
Post-Bonus Height Provision	**Buildings Higher than the Pre-Bonus Height Requirements** 12(1): A building that exceeds the Maximum Pre-Bonus Height as shown on Map 4 shall be required to provide a public benefit on the lot equal to a value of not less than $4.00 per 0.1 square metre of gross floor area for all or part of any storey above the Pre-Bonus Heights. Where it is not feasible to provide the public benefit on the lot being developed, the developer shall provide the benefit off-site as may be agreed between the Municipality and the developer.	The Mills will be developed higher than the Pre-Bonus Height Requirements as identified in Map 4. A public benefit agreement has been tentatively agreed upon with HRM's Spring Garden Road Streetscaping team to provide an underground vault for burying utilities along the block. It is understood this agreement will need approval from Council.
Bicycle Parking	**Required Number of Spaces** 14(15): Multiple Unit Dwellings: 0.5 spaces per dwelling unit 80% Class A, 20% Class B General Retail, Trade and Service, Food Store, Shopping Centre, Restaurants: 1 space per 300 sq. m. GFA 20% Class A, 80% Class B Minimum 2 Class B spaces	Number of bicycle parking provided = 118 Class A = 88 spots Class B = 30 spots

SCHEDULE S-1 DOWNTOWN DESIGN MANUAL

DOWNTOWN PRECINCT GUIDELINES

Precinct 3: Spring Garden Road Area

a. Not applicable

b. The building has continued to ensure adequate sunlight penetration remains on Spring Garden Road through the provision of the required setbacks. A sun and shadow study has been provided which illustrates the building's shadow impact.

c. At the sidewalk level, recessed entryways have been provided for all commercial and residential entryways. Weather protection has been provided by an extended canopy through the framing "eyebrow" above the ground floor.

d. Not applicable

e. A pedestrian promenade will be provided through the development which will connect Queen and Birmingham Streets. The promenade will be used for mid-block connections as well as public amenity space and commercial use spill-out including patios for cafes and restaurants.

f. While these criteria do not directly impact The Mills lot, this proposal continues to reinforce the "monumental" buildings to the east of the site through a distinguished level of massing, materiality, and contemporary take for the southwestern side of the Queen St./Spring Garden Road intersection. Further, the proposed pedestrian promenade contributes to the overall pedestrian connection and experience of the lands south of Spring Garden Road through more direct connection from the Halifax Central Library to the Clyde Street pedestrian realms. This concept was presented and supported in the Spring Garden Road/Queen Street Area Joint Public Lands Plan.

SCHEDULE S-1: DOWNTOWN HALIFAX DESIGN MANUAL GENERAL GUIDELINES

The following outlines how The Mills meets the guidelines set out in the Downtown Halifax Design Manual.

Guideline 3.1.1 Pedestrian Oriented Commercial

a. Retail and commercial uses are dedicated for all units at the ground floor. The programmed retail commercial spaces are divided into narrow units, which have direct access to Spring Garden Road from the sidewalk. Entryways are designed as double door recessions which provides a continuation of streetwall design and character along Spring Garden Road.

b. The ground floor façade is designed to have a high level of transparency with greater than 80% glazing on Spring Garden Road.

c. Commercial entryways are frequent along Spring Garden Road and each commercial unit has its own.

d. Substantial angled recessed entryways along with overhang canopy from the framing eyebrow above the ground floor which together, provides protection for pedestrians from weather elements.

e. Patios and spill-out activity will be located within the pedestrian promenade as there is minimal room for this type of use within the current rights-of-way.

f. Commercial uses are proposed at the ground floor and have been designed to accommodate this use in the future.

Guideline 3.1.2 Streetwall Setback

a. Building setbacks on Spring Garden Road, Queen Street, and Birmingham Street vary with the sawtooth design of the ground floor. Street setbacks vary on all three fronting streets however all are within the 0.0m-1.5m requirement.

Guideline 3.1.3 Streetwall Height

The streetwall height remains no less than 11m with the exception of the corning massing piece on Birmingham Street and the pedestrian promenade which provides better sunlight penetration and transitioning design (see Section 3 for more details). It also remains no greater than what is provided in Map 7 of the Land Use By-law for all three street frontages. Due to the presence of Section 9(4) of the Land Use By-law that requires all streets have a maximum of the lowest height, variances have been requested for Queen Street and Birmingham Street streetwall heights to be above 17m (but under the permitted maximum height as provided in Map 7). These variances are requested to better align with adjacent streetwalls present on each street and to be closer to the desired 1:1 ratio with the width of the street as measured from building face to building face. See measurements of each streetwall in the LUB requirement table under “Streetwall” previously shown in this letter.

Guideline 3.2.1 Design of the Street Wall

a. The façade is articulated in multiple sections of varying prominence, incorporating façade material and detail treatments with frequent entryways that introduce a finer vertical rhythm to the building, consistent with the prevailing character of area.

b. The streetwall occupies nearly 100% of the frontage of Spring Garden Road with the difference being the two side setbacks. These setbacks are required to provide access to the building on Queen Street and Birmingham Street without doors crossing the property line while still providing a clean right-angle line of building façade at each corner on Spring Garden Road.

On both Birmingham and Queen Streets, the streetwall occupies less of the property in order to give way to the pedestrian promenade. A variance has been requested to lessen the streetwall width on Birmingham Street to below the minimum 80% requirement. Details on the variance request are provided in Section 3.

The streetwall height remains no less than 11m with the exception of the corning massing piece on Birmingham Street and the pedestrian promenade which provides better sunlight penetration and transitioning design (see Section 3 for more details). It also remains no greater than what is provided in Map 7 of the Land Use By-law for all three street frontages. Due to the presence of Section 9(4) of the Land Use By-law that requires all streets have a maximum of the lowest height, variances have been requested for Queen Street and Birmingham Street streetwall heights to be above 17m (but under the permitted maximum height as provided in Map 7). These variances are requested to better align with adjacent streetwalls present on each street and to be closer to the desired 1:1 ratio with the width of the street as measured from building face to building face. See measurements of each streetwall in the LUB requirement table under “Streetwall” previously shown in this letter.

d. Not applicable

e. The streetwall is comprised of high-quality building materials. See building elevations for material types.

f. Streetwall frontages will have windows and glazing treatments for each unit as is appropriate for residential uses above the streetwall. Ground floor commercial units have greater than 77% glazing on all street frontages to provide transparency and animation for the sidewalk and street.

g. No pedestrian frontages have blank walls in the design of the building.

Guideline 3.2.2 Building Orientation and Placement

a. The building is oriented towards all streets with clearly defined at-grade entry points on Spring Garden Road, Queen Street, Birmingham Street, and within the publicly accessible pedestrian promenade.

b. The building is also sited to enclose a pedestrian promenade which opens into a public open space. This space is envisioned as a lively pedestrian space which has commercial units facing it with direct access to the pedestrian promenade. Given the expected level of foot-traffic and pedestrian use, this orientation should be appropriate given the promenade will serve as an extension of the surrounding sidewalks, providing a much-needed pedestrian public space in this area.

c. Not applicable

Guideline 3.2.3 Retail Uses

a. Retail uses are at grade as per Map 3 of the Land Use By-law. At grade materials are 77% (or greater) glazing to achieve maximum transparency and animation

b. Substantial angled recessed entryways with an overhang canopy will be provided for retail entrances located on Spring Garden Road.

c. Ground floor uses are dedicated for retail space and will continue to support ground floor commercial uses into the future.

d. Retail entrances are located immediately to the pedestrian sidewalk or within the internal pedestrian promenade.

e. Signage for retail will be displayed through a signage band integrated into the building façade's building face. Signs will not be hidden through recessed entryways.

f. All retail entrances are provided at-grade.

g. Commercial signs will be of high quality and fit with the Spring Garden Road Streetscape. Signage plans will be finalized through permitting.

Guideline 3.2.4 Residential Uses

a. The townhouses located to the south of the site will have individual accesses directly off the pedestrian promenade. Privacy for these units will be provided through a front yard space with a gated/landscaped buffer screening the private residential space from the public promenade area. Entryways for these units will be elevated to provide further privacy from the public pedestrian promenade.

b. Residential units accessed by common entrances located on Queen Street. Both entrances will be at-grade to the sidewalk. Both entrances will be clearly recognizable from the exterior through appropriate architectural treatment.

c. In addition to units accessed from a common lobby, the building will also have four townhouse units that will have their elevated access from the pedestrian promenade.

d. Private balconies will be provided to most units, with some utilizing the private Level 2 roof amenity space. Further, the spaces such as the pedestrian promenade will be equipped with areas for siting and enjoying the programmed space which is located immediately on the property.

e. Not applicable

f. Acoustic dampening materials will be integrated into the building's design to mitigate the travel of sound to adjacent residential units.

Guideline 3.2.5 Sloping Conditions

Not applicable. No sloping conditions present.

Guideline 3.2.6 Elevated Pedestrian Walkways

Not applicable. No elevated pedestrian walkways included in the design.

Guideline 3.2.7 Other Uses

a. There are no non-commercial uses at grade, except for the at grade Townhouse units that have individual front doors on the pedestrian promenade which animate this space. There is also access to residential units through common lobby areas.

Guideline 3.3.1 Building articulation

a. Base: The base is constructed mostly of dark coloured polished granite cladding with a high level of glazing to achieve transparency and street activation. The corner portion of the building located at the Queen St./Spring Garden Road intersection is envisioned as a modern and transparent cuboid which has been accentuated by an angled glazing to increase and improve on pedestrian circulation along this corner. This angled ground floor feature provides a greater sense of the intersection's animation and engagement at the ground floor and contributes to the articulation of the two adjoining streetwalls. This section will have a stone base and composite metal panel cladding. The unique corner "eyebrow" expression is emphasized at the intersection's corner and continues along all streetwalls providing weather protection for pedestrians along Spring Garden Road and making it a cohesive project.

Middle: The body of the building has a modern aesthetic, broken into smaller masses which alludes to small scale rhythm of the existing streetwall of Spring Garden Road. The walls are cladded with high quality, robust, durable and high-performance materials with large windows allowing ample daylight into each residential unit. Common balconies located at the upper-middle part of the building facing Spring Garden Road provide smooth horizontal lines that unify the building's façade into a modern and cohesive design.

Top: The top of the building features the same precast and glazing treatment applied to the receding streetwall stepback levels, which unifies the middle and top portions of the project and minimizes the unintended and undesirable 'wedding cake' perception of the overall mass that is typical of projects featuring these types of stepback requirements. Glass balconies located at the top of the building facing Spring Garden Road provide smooth horizontal lines that unify the building's façade into a modern and cohesive design.

b. An appropriate range of building materials has been incorporated in the design to provide some variation while also achieving a unified building image.

c. Visual interest is created by providing a modern and contemporary interpretation of how this area of Halifax has evolved and grown. The unique yet integrated variation of the façade articulation at the corner of Spring Garden Road and Queen Street supports the identification of a significant intersection in HRM, a notion that has been established by neighbouring properties that include the Central Library across Queen Street, and the Doyle to the northeast.

d. Consistent design language and rhythm is used throughout the project on both street-facing and courtyard facades. Consistent design expression is being utilized on the building through materials, glazing, and the sawtooth articulation of the streetwalls and interior promenade.

Guideline 3.3.2 Materials

a. Building materials are chosen to reflect that of the local context of Spring Garden Road, as well as define traditional and modern architectural volumes that respect each other aesthetically. These will have high quality modern construction.

b. The materials are limited to a palette appropriate to the different volumes of the building. These include precast concrete, glass, and polished granite cladding.

c. Building materials used on the front façade are carried around the building on all sides facing streets. The internal plaza is designed with complementary materials that provide variation within the pedestrian promenade.

d. While design features are differentiated at the corners of the building, materials used remain consistent at the corners.

e. Building materials draw from the palette recommended for new construction.

f. Building materials are being used appropriately to their natures and are not attempting to mimic other materials.

g. No stucco or stucco-like finishes used.

h. No vinyl siding, plastic, plywood, concrete block, EIFS or metal siding with exposed metal fasteners used.

i. No darkly tinted or mirrored glass used.

j. No unstained wood is used in the design of the rooftop decks.

Guideline 3.3.3 Entrances

a. All entrances are emphasized with double or single door recessions, are articulated with the sawtooth pattern in building setback variations and are covered with an eyebrow overhanging canopy located above.

b. Building entrances are covered by storefront recesses and an eyebrow overhanging canopy located above. The built form of this streetwall, podium, and canopy will provide protection for those entering and exiting the building from Spring Garden Road.

c. Not applicable.

Guideline 3.3.4 Roof Line and Roofscapes

a. The lines that contribute to the roof profile have been designed to be subtle and setback from the streetwall so that the streetwall's architectural design elements are more prominent from eye level. Nighttime lighting will help to feature the building's subtle roof profile.

b. The building's "top" is related to the middle and bottom through materiality and appropriate articulation and stepbacks.

c. Some of the flat rooftops will be landscaped (see Landscape Plan and Roof Plan).

d. Rooftop mechanical is located towards the interior lot line (rear) of the building and is screened from view. There are constraints of building rooftop shape (from the presence of the pedestrian promenade), as well as the two view planes overhead, and manufacturer requirements for screening placement. Efforts have been made to have all rooftop mechanical and screening away from the roof edge (at least 3m from roof edge). An elevator overrun has been designed to be an architectural feature. This feature is located at the rooftop of the northeast corner of the building, which is also the crossroads of Spring Garden Road and Queen Street – a prominent intersection within downtown Halifax. This intersection also is home to the Halifax Central Library – which is of a bold geometric and glass design (across the street from the Mill's site). The Library is paid homage to by the glass corner element at the street level as this significant corner deserves special attention. Through the glazed and illuminated Architectural Feature on the rooftop at this corner this design attention is brought up the building from the ground level to the rooftop - to mark this significance and prominent corner.

e. Not applicable – no low-rise rooftops.

f. The street side design of the parapet will be carried over to the backside of said parapet for a complete, finished look where it will be visible from other buildings and high vantage points.

Guideline 3.4.1 Prominent Frontages and View Termini

a. Not applicable

b. The Mills is located on a prominent intersection not only within the Spring Garden Road district, but also for the downtown core. Immediately adjacent to the Halifax Central Library, The Mills contributes to this busy intersection by providing a corner element design piece through a tall glazed building feature and raised streetwall "eyebrow" which helps to frame the corner and the architectural feature at the northeast corner of the roof. Diagonal to the proposed development is a flagship project by Westwood which also works to complement with The Mills through design features, building articulations and materials used. It is the intent that The Mills' design positively contributes to the prominence of the street and intersections through an enhanced look, feel, and animation.

Guideline 3.4.2 Corner Sites

a. The building's massing and façade articulation and rhythm is meant to maintain the historic urban grid of the property. Distinct volumes are expressed along the Spring Garden Road streetwall with special emphasis provided to the corner volume through a modern design and use of materials.

b. The overall massing of the building's streetwall at the corner as well as the apparent "heightened" ground floor through additional glazing and framing have created an architectural treatment that gives the building a more prominent presence at the Spring Garden Road/ Queen Street corner. This corner massing also serves as a unification piece for the sawtooth streetwall patterns on Spring Garden Road and Queen Street. Each streetwall travels along their respective streets with sawtooth articulation towards this prominent corner. At the corner, they are joined by the increased massing piece and reflected ever so slightly through the building's continued sawtooth pattern articulation on floors 3 – 7 within the corner element.

c. All street frontages have a frontal design.

d. Not applicable for the corner locations of the site.

Guideline 3.4.3 Civic Buildings

Not applicable

Guideline 3.5.1 Vehicular Access, Circulation, Loading / Utilities

a. All parking is located underground to the building.

b. The vehicular parking access is located on Queen Street and has minimal impact on the streetscape. The location of the entrance is located towards the rear of the site and is set back from the streetline by 23.5m (for car queuing) which helps minimize any impact to the streetwall at the pedestrian level.

c. Loading, storage, utilities, areas for delivery and trash pick-up are out of view from public streets and spaces, and residential uses.

d. Access areas are designed with high quality materials and detailing.

e. Utilities, mechanical equipment and meters will be coordinated with the building design through consolidating on the rooftop and in internal utility rooms.

f. Heating, venting and air conditioning vents, as well as utility hook-ups and equipment will be located away from public streets.

Guideline 3.5.2 Parking Structures

Not applicable

Guideline 3.5.3 Surface Parking

Not applicable

Guideline 3.5.4 Lighting

a. Façades facing Spring Garden Road, Queen & Birmingham Streets will have accent lighting highlighting the main features of the facades. The pedestrian promenade will also have similar accent lighting to carry consistency and safety throughout the site.

b. A variety of lighting opportunities will be provided including street lighting, pedestrian lighting, façade lighting. Signage will also be illuminated. The Spring Garden Road/Queen Street corner volume will also be enhanced by decorative accent lighting.

c. As landmark building elements, the Spring Garden Road/Queen Street corner volume will be illuminated as mentioned above. There is also a glazed, illuminated architectural feature introduced on the northeast corner of the roof, which brings visual interest to the rooftop (similar in a way that a clock tower brings visual interest to a building's roof). This location is the crossroads of Spring Garden Road and Queen Street – a prominent intersection within downtown Halifax. This intersection also is home to the Halifax Central Library – which is of a bold geometric and glass design (across the street from the Mill's site). The Library is paid homage to by the glass corner element at the street level as this significant corner deserves special attention. Through the glazed and illuminated

Architectural Feature on the rooftop at this corner this design attention is brought up the building from the ground level to the rooftop - to mark this significance and prominent corner.

d. Subtle night-lighting of retail display windows will be encouraged.

e. Shielded “full cutoff” lighting fixtures will be used to protect adjacent residential areas from light trespassing.

f. Lighting shall be carefully considered so that there will be no glare for pedestrians or motorists.

Guideline 3.5.5 Signs

a. Signage for the commercial units will be located on the building façade through a signage band on the building face above all commercial entry ways.

b. The signage does not obscure windows, cornices, or other architectural elements. Its integration into the front of the building face will not deter from the architectural features integrated into the streetwall design.

c. This signage aligns with the datum denoting the height of the ground floor, such that its location and visibility reinforces the pedestrian scale of the downtown.

d. No large freestanding signs, signs on rooftops, or large-scale advertisements are present in the design of the building.

e. Not applicable

f. Street addressing will be clearly visible.

g. The material used in signage will be durable and of high quality and will relate to the materials and design language of the building.

3 VARIANCE REQUESTS

The following is a description of the requested variances that are part of this Site Plan Approval Final Application.

1. STREETWALL WIDTH (BIRMINGHAM STREET)

Downtown Halifax Land Use By-Law Requirement:

s9(6) On lots other than on Central Blocks, the streetwall width may be reduced to no less than 80% of the width of a lot abutting a streetline, provided the streetwall is contiguous

The streetwall width on Birmingham Street requires a variance to reduce the required 80% minimum width to 77%. These width reductions are to allow for the pedestrian promenade opening and thoroughfare, as well as a rear setback for private landscaped open space area.

VARIANCE CRITERIA	RATIONALE
3.6.4 Streetwall Width Variance *Streetwall widths may be varied by Site Plan Approval where:*	--
a. the streetwall width is consistent with the objectives and guidelines of the Design Manual; and	The streetwall design is consistent with the Design Manual as described in Section 2 of this application letter. The provision of the pedestrian promenade creates better pedestrian connection through the Spring Garden Road area, creates animation through additional commercial frontages and spill over of retail uses such as patios.
b. the resulting gap in the streetwall has a clear purpose, is well-designed and makes a positive contribution to the streetscape.	The pedestrian promenade makes positive contributions to The Mills block through enhanced pedestrian access and flow through mid-block connections. The shape of the entry ways as well as the diverse adjacent uses that front on to the promenade provide for a more interesting experience for those walking by or through the promenade portion of the development. This promenade connection also contributes to the overall pedestrian connectivity of the south side of Spring Garden Road as described and illustrated in the Spring Garden Road/Queen Street Joint Public Lands Plan. This promenade space provides direct access from the Queen Street intersection to the designated pedestrian thoroughfare on Clyde Street as shown in the Joint Public Lands Plan.

For variance drawings and detailed calculations, please see sheet **A1.19 – *Building Elevation - West*** (Birmingham Street) in Architectural Building Package.

2. INTERIOR LOT LINE SETBACK

Prior to deciding on interior lot line setbacks, Mills Company Holdings Ltd. consulted the abutting property owner to understand their needs for the shared property line. Given that the by-law does not require any setback for the lower portions of the building, The Mills could be built directly to the property line. Through discussions with the adjacent property owner it was determined that the lower portion of the proposed building would have to provide a setback so as not to impact the neighbouring property owner's mechanical equipment. Given the desire to provide abundant public space through the pedestrian promenade, as well as the need to build appropriately sized units on the south wing of the building, while also accommodating the needs of the adjacent property owner, two design options were considered:

- **Option 1:** Comply with bylaw setback regulations for the lower and mid-rise portions on the interior lot line. This would result in either significantly less public space in the promenade or impede the mechanical equipment on the adjacent property owner's northern wall.
- **Option 2:** Provide greater setbacks required for the adjacent site's mechanical equipment needs and keep the designated space within the public promenade. This option would require a variance request for the interior lot setback for the mid-rise portion of the building so that lost square footage at the lower portion of the building could be accounted for in the middle portion and that appropriately sized residential units can be provided for.

In efforts to provide the appropriate space for the adjacent property's service road and not take away from public space within the promenade, Option 2 is being pursued.

Option 2: Variance Request for the interior lot line setback (rear setback) on the mid-rise portion of the building.

> *Downtown Halifax Land Use By-Law Requirement:*
>
> *s10(4) Above a height of 18.5 metres, or the height of the streetwall, the mid-rise portion of a building shall be setback from interior lot lines no less than 10% of the lot width or 5.5 metres, whichever is less. Where a lot has more than one streetline, the greater lot width shall apply.*

A variance for the interior lot line setbacks on the south side of The Mills is requested to be less than the required 5.5m. The internal property line varies, and so does our setback. We are asking for a variance ranging from 4.2m – 1.09m.

VARIANCE CRITERIA	RATIONALE
Side and rear yard setbacks may be varied by Site Plan Approval where:	--
a. the modified setback is consistent with the objectives and guidelines of the Design Manual; and	This modification is consistent with the Design Manual as it allows servicing roads to remain located in the back of both The Mills and the adjacent building to the south. By granting this variance, the service road to the rear remains in place, no space is taken away from the pedestrian promenade, and unit sizes and hallway circulation remain viable for this proposed development.
b. the modification does not negatively impact abutting uses by providing insufficient separation.	It is WSP's understanding that discussions have been held with the adjacent property owners on interior lot line setbacks and that it has been agreed to that this building design is the preferred option. There is enough separation distance between the residential units of the adjacent building and The Mills so as not to negatively impact either set of residents.

For variance drawings and detailed measurements, please see sheets **A1.13 - *Floor Plan - Roof*** in the Architectural Building Package.

3. VARIANCE TO STREETWALL HEIGHTS FOR BIRMINGHAM STREET AND QUEEN STREET

Downtown Halifax Land Use By-Law Requirement:

s9(4) Where there is more than one streetwall of differing heights the lowest of the streetwalls shall be the permitted streetwall height.

The Downtown Halifax Land Use By-law does allow for an 18.5m streetwall on both Queen Street and Birmingham Street (as per Map 7). However, due to clause 9(4) of the by-law, these two streets are capped at the lowest streetwall height of the block which is 17m on Spring Garden Road. This variance request is to allow for streetwall heights of 17.76m and 18.25m on Queen Street and Birmingham Street respectfully.

VARIANCE CRITERIA	RATIONALE
Streetwall heights may be varied by Site Plan Approval where:	--
a. the streetwall height is consistent with the objectives and guidelines of the Design Manual; and	a. The streetwall design and height is consistent with the Design Manual as described in Section 2 of this application letter.
c. the streetwall height of abutting buildings is such that the streetwall height would be inconsistent with the character of the street.	This variance is requested so that The Mills can better better align with adjacent streetwalls present on each street and to be closer to the desired 1:1 ratio with the width of the street as measured from building face to building face.

For variance drawings and detailed measurements, please see sheets **A1.18 – *Building Elevation – East*** and **A1.19 – *Building Elevation –West*** in the Architectural Building Package.

4.. VARIANCE TO MINIMUM STREETWALL HEIGHT ON BIRMINGHAM STREET

Downtown Halifax Land Use By-Law Requirement:

s9(3) The minimum streetwall height shall be 11 metres high, or the height of the building where the building height is less than 11 metres.

A variance request on minimum streetwall height on Birmingham Street for a portion of the streetwall is being submitted for the portion of the streetwall that abuts the pedestrian promenade entrance. At this corner portion, The Mills has a streetwall height of 7.52m and 4.74m.

VARIANCE CRITERIA	RATIONALE
Streetwall heights may be varied by Site Plan Approval where:	--
a. the streetwall height is consistent with the objectives and guidelines of the Design Manual; and	a. The streetwall design and height is consistent with the Design Manual as described in Section 2 of this application letter.
b. the modification is for a corner element that is used to join streetwalls of differing heights	b. This variance is to allow for a modification of a corner piece of the streetwall that joins the 18m streetwall along Birmingham to the pedestrian promenade. This lower streetwall variance allows for better transition to the public amenity space while also providing more sunlight into the central area of the site.

For variance drawings and detailed measurements, please see sheet **A1.19 – *Building Elevation –West*** in the Architectural Building Package.

Figure 3: Rendering illustrating the corner portion of the streetwall which is less than the required 11m minimum. This portion better transitions the building to the promenade while also allowing more afternoon sunlight into the promenade.

5. VARIANCE TO BALCONY DEPTH AND AGGREGATED LENGTH

Downtown Halifax Land Use By-Law Requirement:

s10(13) Balconies shall be permitted encroachments into a setback, stepback or separation distance, at or above the level of the second storey of a building, provided that the protrusion of the balcony is no greater than 2 metres from the building face and the aggregate length of such balconies does not exceed 50% of the horizontal width of that building face.

Given there is an additional angular plane setback on the northern face of the building (fronting Spring Garden Road), the design of the upper storey balconies requires an enhanced encroachment allowance be granted for the vertical balcony railings and guards, as the balconies are proposed to be greater than 2 m in depth.

This variance is to provide for a deeper balcony from the building (4.3m and 3.9m), and to have an aggregate length of 100% of the northern building face which the balcony occupies.

VARIANCE CRITERIA	RATIONALE
Upper storey streetwall stepbacks may be varied by Site Plan Approval where:	--
a. the modified setback is consistent with the objectives and guidelines of the Design Manual; and	a. The upper portion of the building is consistent with the Design Manual as described in Section 2 of this application letter. The balcony terraces located at the upper and middle part of the building facing Spring Garden Road provide smooth horizontal lines that unify the building's façade into a modern and cohesive design.
b. the modification results in a positive benefit such as improved heritage preservation or the remediation of an existing blank building wall.	b. the requested variance provides a positive benefit to the building's overall design, particularly in the middle and upper portions of the building. While there are intended vertical breaks carried throughout the northern façade, these upper terraces provide a smooth unifying feature which really work to bring the whole building (horizontally and vertically) together. Additionally, having deeper balconies (greater than 2m) along the middle and upper portions of the building provides more morning sunlight penetration on to the street. The variance is for the balconies to be set back deeper than the permitted 2 m. In doing this, a more generous balcony space is possible, which allows for more vibrancy along Spring Garden, rather than having this space filled with building roof structure (which would otherwise be the case due to the terracing required on this building face to meet the Spring Garden Road angular plane. By requiring a maximum 50% aggregate length, the building loses that unifying feature and results in a broken up look which detriments the look and feel of the Spring Garden Road façade. Having 100% aggregate length allows for the building to provide a consistent and cohesive building design which complements the frequent vertical breaks in the northern façade.

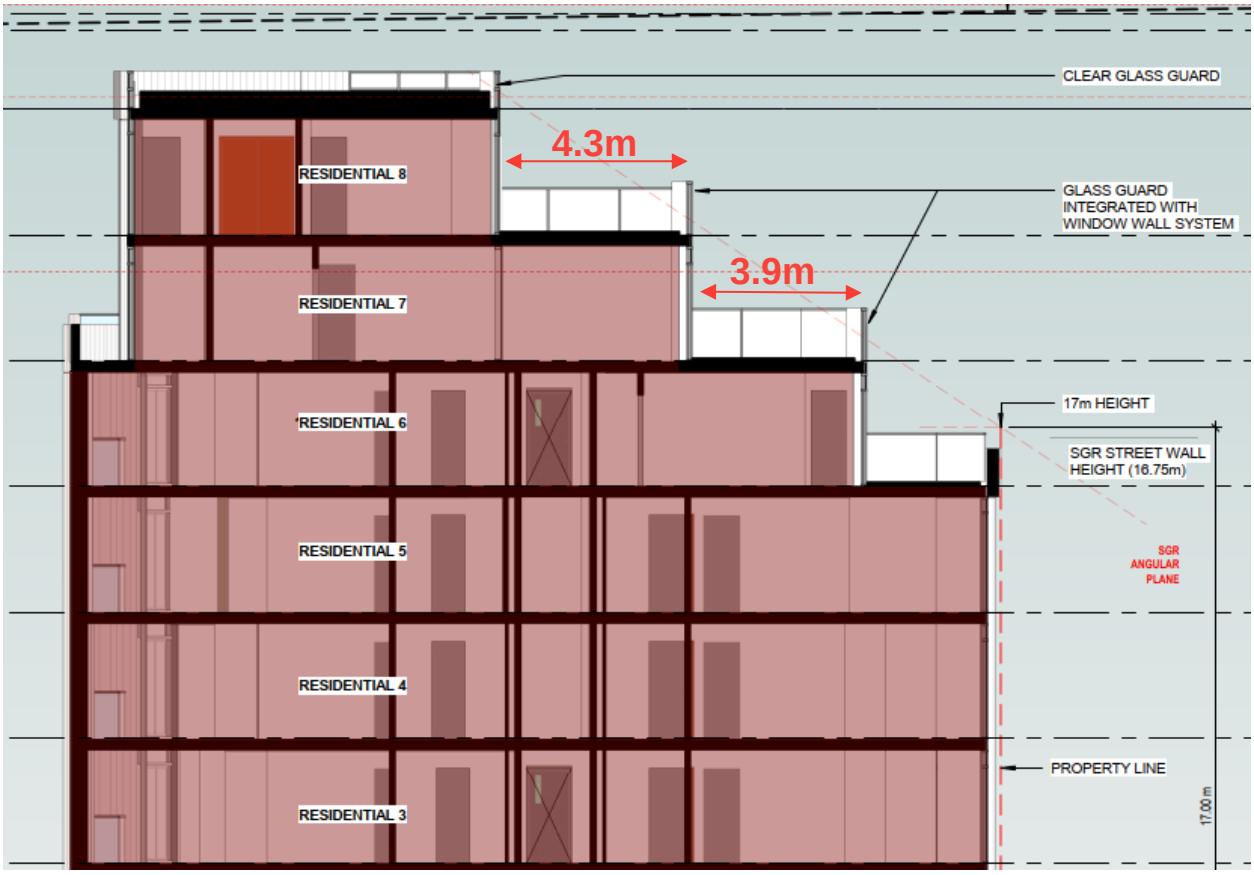

Figure 4: Illustration of required balcony encroachment variance for angular plane encroachment. View from eastern face of building. See sheet A1.14 – Main Building Section in Architectural Building Package for full image.

Figure 5: Northern elevation of The Mills illustrating total balcony horizontal width of the building face. See sheet ***A1.16 – Building Elevation – North*** *in Architectural Building Package for full image.*

4 PUBLIC ENGAGEMENT SUMMARY

In efforts to avoid physical contact and comply with public health recommendations for social distancing, the public engagement period for The Mills proceeded at the direction of HRM staff. The following steps were completed to ensure the public engagement for this application was safe as well as accessible to members of the public.

1. **Newspaper Advertisement:** A newspaper advertisement was posted in the Chronicle Herald on May 22, 2021 to advertise the application and to invite members of the public to comment through email, telephone, or by attending a virtual open house.
2. **Project Website:** A dedicated website for the project was created which provided information on the proposed development and provided ways that the public could provide comment (through email, telephone, and/or through a scheduled virtual open house).
3. **Property Sign:** a development application sign was posted on the property (on all three street fronts Birmingham St., Spring Garden Road and Queen St.) to advertise the application, and to invite comment through email or telephone, or by attending a scheduled virtual open house. Signs were posted on Thursday, May 20, 2021.
4. **Kiosk Information Boards:** a set of information boards were set up at HRM Customer Service Centres; a board was placed at Alderney Landing and another board was placed at the Bayers Road. Information Boards provided a description of the proposed development, a website for more information on the project, contact (email and telephone number) to provide public comment, and an invitation to attend a scheduled virtual open house. Kiosk boards were set up at each transit terminal on Thursday May 20, 2021.
5. **Virtual Open House:** A virtual open house was organized and open to all members of the public. The open house included a 20-minute presentation on the application, with the remainder of time dedicate for members of the public to ask questions. The virtual open house was held on June 7, 2021 from 7pm-9pm.

The timeline for the public engagement period is summarized as follows:

- Began on Saturday May 22, 2021;
- The virtual Open House was held on Monday June 7, 2021;
- Ended Monday June 21, 2021.

SUMMARY OF PUBLIC COMMENT/ QUESTIONS/ FEEDBACK

There were 9 comments, questions or feedback were provided by members of the public on The Mills application. Residents notified they were happy with the development and was mainly looking for additional information (i.e. leasing, floor plans).

During the virtual Open House, there were 21 attendees who listened to part of, or all of the presentation given on the application. The comments and questions given afterward were as follows:

1. **What other materials had been considered for cladding (other than pre-cast) and what reason brought you to decide on precast concrete?**
   - Pre-cast was chosen for the building because it was more robust, and introduces texture and flexibility to the building's facades at a variety of scales.
2. **What is the rationale for Variance #5?**
   - The rationale for variance #5 was to have a larger space outdoors for street facing activation on the upper portions of the streetwall. Deeper balconies are also needed to meet the encroachment requirements of the Spring Garden Road angular plane. Deeper balconies also provide more sunlight penetration onto the street.
3. **Aside from simple increases to density, what techniques are being considered to mitigate the environmental footprint of this largely concrete and glass building?**

- This level of detail is usually not determined at this point in the application. However, this is important within the design and as mentioned throughout the presentation, the Team will be looking at implementing green roofs, reducing the amount of vision glazing and other ways to mitigate the buildings environmental footprint.

4 **For the parking on site – Will it be a public parking garage? How many levels is the parking garage?**

- No public parking. As of now there are 2 levels of underground parking planned for.

5 **Given the complex massing this building proposes, will the architects be considered any more advanced methods of representation? Such as 3D model or 3D massing in lieu of 2D rendered images?**

- The software being used is called Revit BIM. The building is designed and engineered in 3D rather than 2D. As the design develops, we are able to export better images of the building that we are going to be able to share.

6 **Will there be any additional Webinars later in the design period?**

- No. Not part of this Downtown Halifax Site Plan Approval process.

7 **The cut through the development is a bold design move. Will there be enough site traffic to keep that inhabited and welcoming?**

- We are designing it to be a place that people want to go and visit. Design features such as access, lighting, and amenity spaces will help to keep the space welcoming. The townhouse units to the south will also help to keep the space active with tenants coming and going and keeping an "eyes on the street" feel.

8 **When is the construction of the building expected to be completed?**

- Construction has begun; however, it depends on the public consultation phase and completion of designing and engineering. Approximately 2 years.

9 **Will there be affordable units included as part of this development?**

- As part of the Downtown Halifax Land Use By-law there is a public benefit requirement to achieve pre-bonus heights. Within the by-law there are a list of items to select from as part of the public benefit agreement. The Mills will be contributing to public benefit by providing a large underground vault which will be essential for the undergrounding of utility poles as part of the Spring Garden Road Streetscaping project. At this time, affordable housing units are not part of The Mills' public benefit agreement items.

In addition to the comments/questions received from the Online Public Information Meeting, a 4-week public engagement period was held from May 24th to June 21st.

CALL LOG

From	To	Date	Time	Message Left	Date Responded	Reason and/or Comment
Roger Taylor	Erin Sauve, WSP	May 26, 2021	1:24pm	Y	May 26, 2021	Resident notified he is with the Chronicle Herald and is looking for high-quality renderings to publish in the Chronicle Herald Newspaper. Response: Responded with email. (see below)
Glen Christoff	Erin Sauve, WSP	June 15, 2021	10:08am	Y	June 15, 2021	Resident left a voicemail inquiring about the timeline of when the floor plans will be released for the Mills as they are interested in leasing in the building.

From	To	Date	Time	Message Left	Date Responded	Reason and/or Comment
						Response: Called back to resident and let them know detailed floor plans are still being refined as part of the site plan approval and permitting process and if they are interested in inquiring about a rental unit, they can contact info@themillshfx.com or visit www.themillshfx.com.

EMAIL LOG

From	To	Date Received	Date Responded	Reason and/or Comment
Sue Uteck, Head of Spring Garden Business Association	Erin Sauve, WSP	May 23, 2021	May 25, 2021	Resident was asking if in the future, WSP could provide a 'heads up" prior to releasing information to the public while working with developments along Spring Garden Road. Response: Asked if resident would like a call with the Project Manager to have the file presented and answer any questions. Also provided a link to the development's website.
Roger Taylor	Erin Sauve, WSP	May 26, 2021	May 26, 2021	Resident notified he is with the Chronicle Herald and is looking for high-quality renderings to publish in the Chronicle Herald Newspaper. Response: Notified the resident that the client owns the renderings and WSP would need their approval before sending any renderings through. The client was CC'd on the email and approved to sending the renderings to the resident. All renderings were sent to resident.
Susan and Norman Picton	Erin Sauve, WSP	June 8, 2021	June 9, 2021	"Resident notified they missed the ""virtual tour"" and was wondering if they could get a copy to review the information on the development. They also expressed interest in living in the building once complete.

REPORT

Attachment C: Wind Assessment

MILLS DEVELOPMENT

HALIFAX, NOVA SCOTIA

PEDESTRIAN WIND STUDY
RWDI # 2100178
July 14, 2021

SUBMITTED TO

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EXECUTIVE SUMMARY

RWDI was retained to conduct a pedestrian wind assessment for the proposed Mills Development in Halifax, Nova Scotia (Image 1). Based on our wind-tunnel testing for the proposed development under the Existing and Proposed configurations (Images 2A and 2B), and the local wind records (Image 3), the potential wind comfort and safety conditions are predicted as shown on site plans in Figures 1A through 2B, while the associated wind speeds are listed in Table 1. These results can be summarized as follows:

- Wind speeds predicted on and around the proposed project are expected to meet the wind safety criterion.
- Wind conditions at all areas assessed at grade-level for the proposed development, including the sidewalks, main building entrances, promenade spaces, and the restaurant patio area are expected to be appropriate for the intended pedestrian usage throughout the year.
- With the addition of the proposed building to the existing site, the wind comfort conditions at the South-East façade of the proposed building are slightly improved for pedestrian usage due to enhanced sheltering of these areas with the proposed development.
- Throughout the year, wind comfort conditions apt for passive pedestrian usage is anticipated for the proposed development at the outdoor terrace amenity (Level 2) and roof areas.

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LIST OF FIGURES

LIST OF TABLES

1 INTRODUCTION

RWDI was retained to conduct a pedestrian wind assessment for the proposed Mills Development in Halifax, Nova Scotia. This report presents the project objectives, approach, and the main results from RWDI's assessment.

1.1 Project Description

The project (site shown in Image 1) is located on the south side of Spring Garden Road and between Birmingham street and Queen street. It consists of an 8-storey residential & commercial building with a promenade space and the restaurant patio at the grade level, and outdoor amenity spaces at the Level 2 terrace.

1.2 Objectives

The objective of the study was to assess the effect of the proposed development on local conditions in pedestrian areas on and around the study site and provide recommendations for minimizing adverse effects if needed. This quantitative assessment was based on wind speed measurements on a scale model of the project and its surroundings in one of RWDI's boundary-layer wind tunnels. These measurements were combined with the local wind records and compared to appropriate criteria for gauging wind comfort and safety in pedestrian areas. The assessment focused on critical pedestrian areas, including the main building entrances, outdoor patio areas, above grade terrace areas, and public sidewalks on and around the project site.

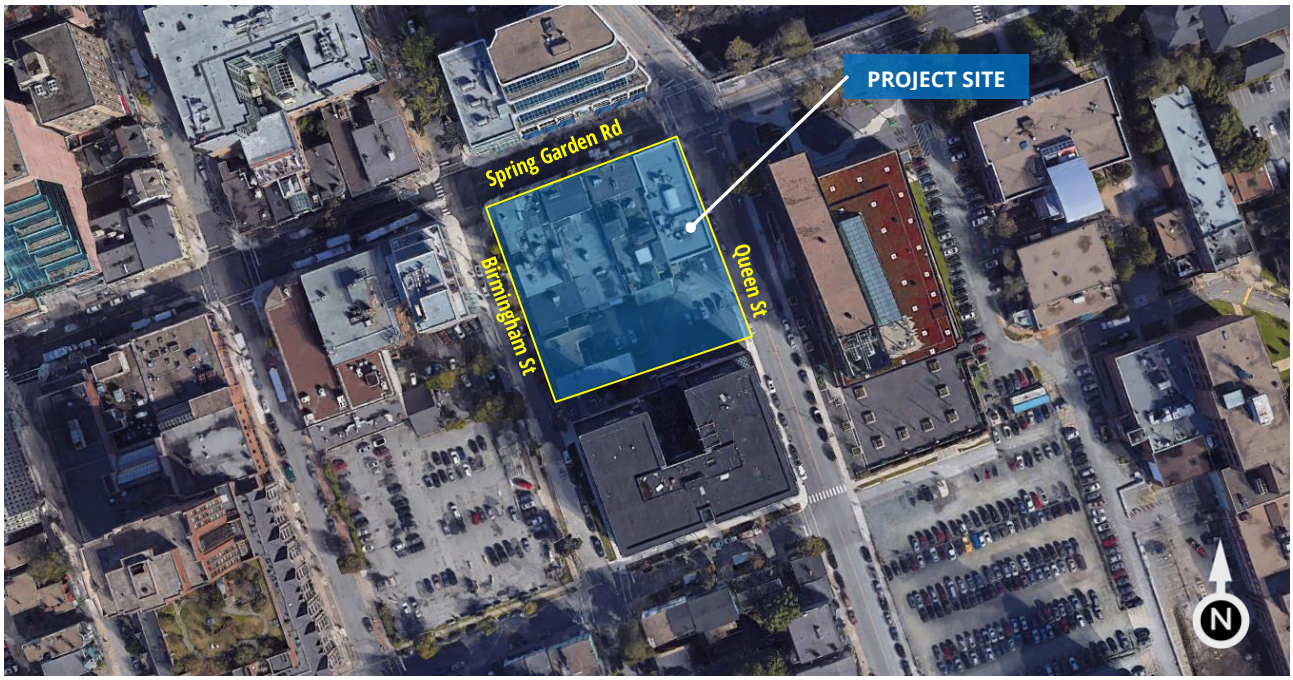


Image 1: Aerial View of Site and Surroundings (Photo Courtesy of Google™ Earth)

2 BACKGROUND AND APPROACH

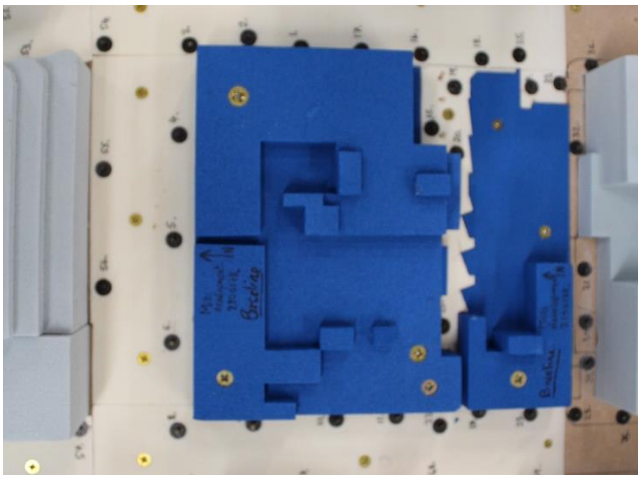
2.1 Wind Tunnel Study Model

To assess the wind environment around the proposed project, a 1:300 scale model of the project site and surroundings was constructed for the wind tunnel tests of the following configurations:

A - Existing: Existing site with existing surroundings (Image 2A), and,

B - Proposed: Proposed project with existing surroundings (Image 2B).

The wind tunnel model included all relevant surrounding buildings and topography within an approximately 360 m radius of the study site. The wind and turbulence profiles in the atmospheric boundary layer beyond the modelled area were also simulated in RWDI's wind tunnel. The wind tunnel model was instrumented with 96 specially designed wind speed sensors to measure mean and gust speeds at a full-scale height of approximately 1.5 m above local grade in pedestrian areas throughout the study site. Wind speeds were measured for 36 directions in 10-degree increments. The measurements at each sensor location were recorded in the form of ratios of local mean and gust speeds to the mean wind speed at a reference height above the model. The placement of wind measurement locations was based on our experience and understanding of the pedestrian usage for this site.



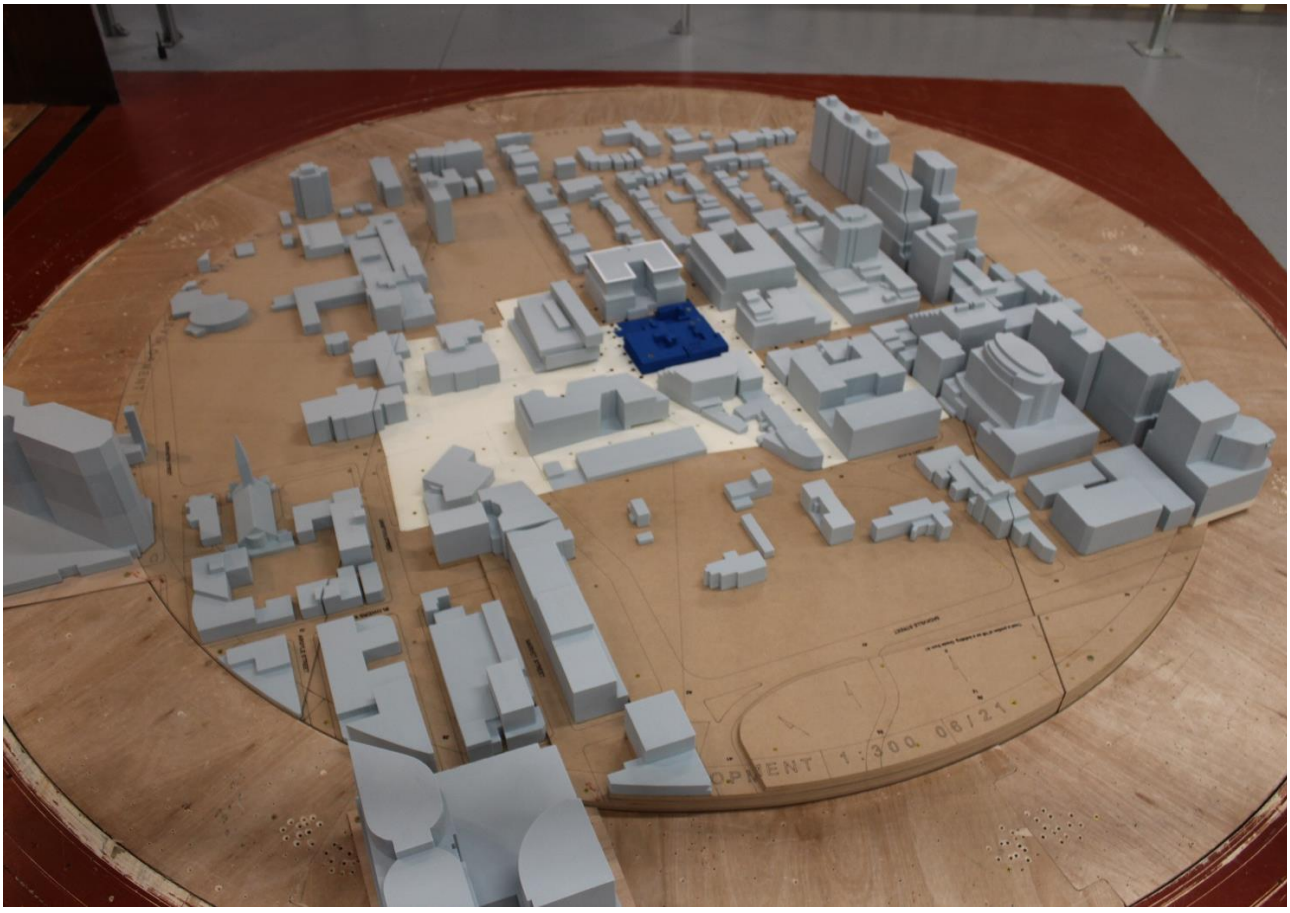


Image 2A: Wind Tunnel Study Model – Existing Configuration

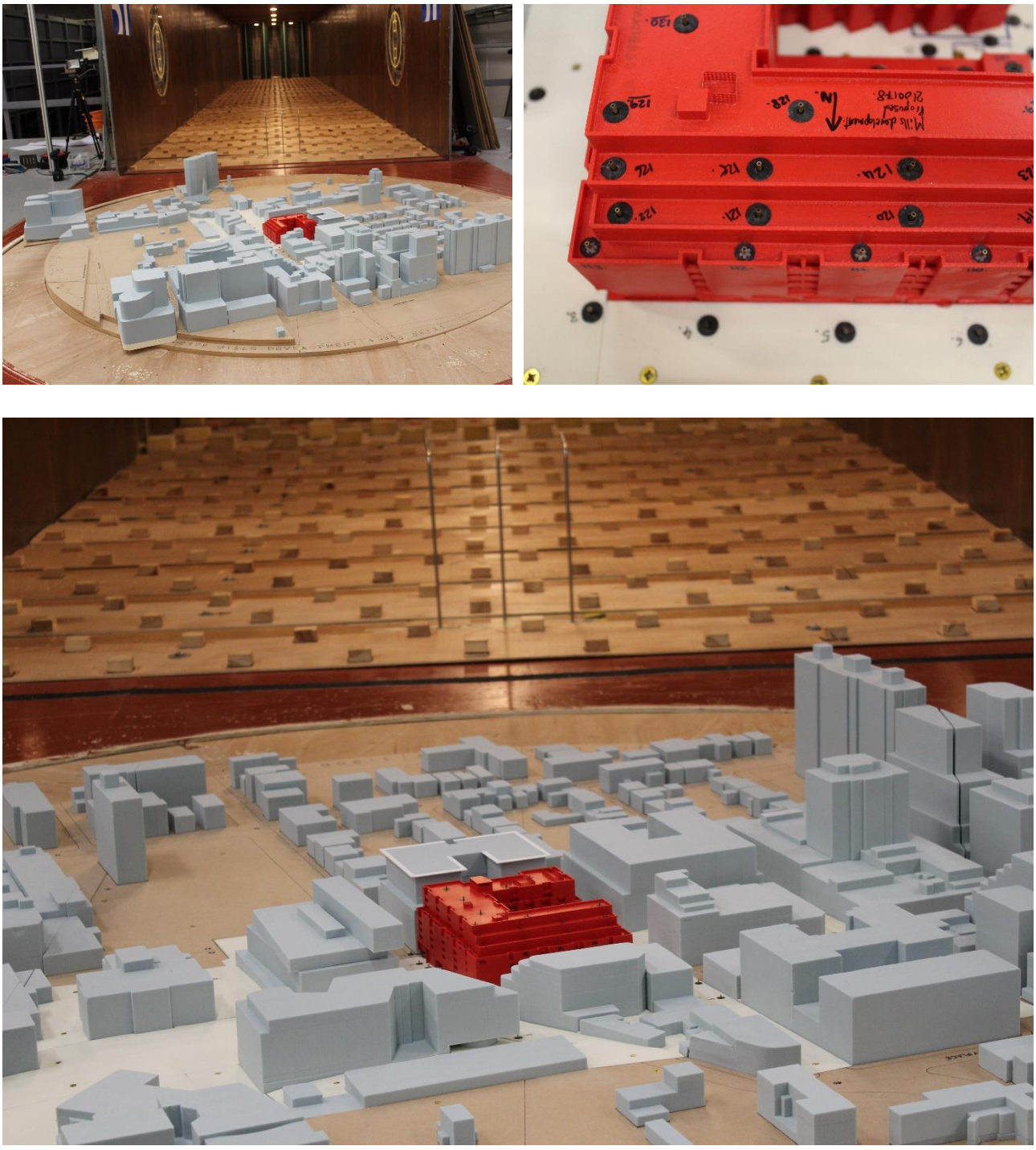
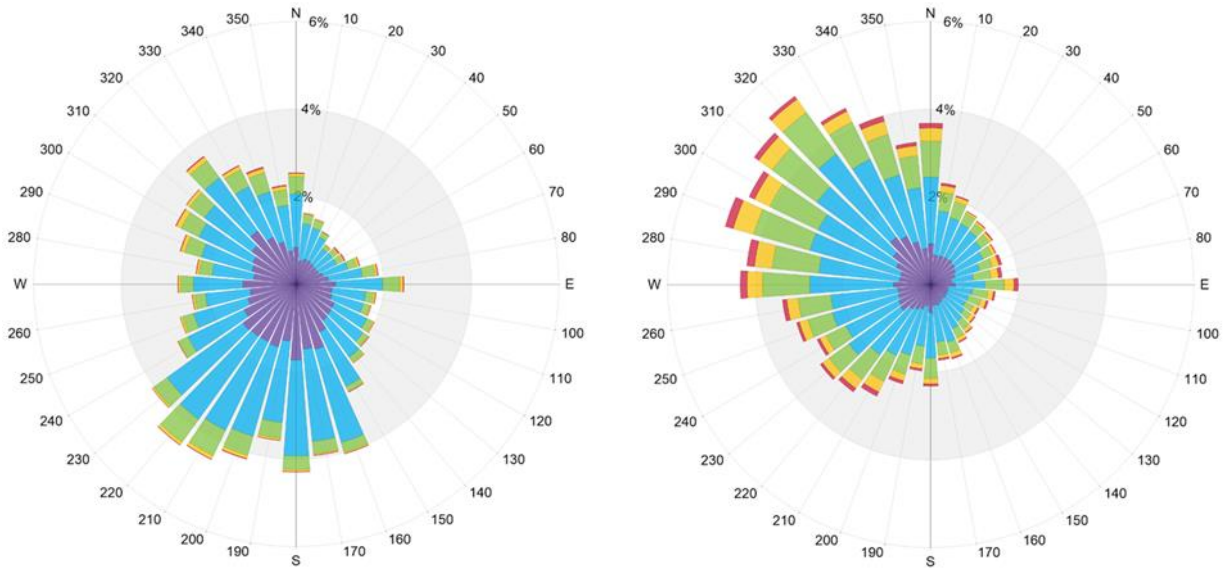


Image 2B: Wind Tunnel Study Model – Proposed Configuration

2.2 Meteorological Data

Wind statistics recorded at Shearwater Airport between 1989 and 2019, inclusive, were analyzed for the Summer (May through October) and Winter (November through April) seasons. Image 3 graphically depicts the directional distributions of wind frequencies and speeds for these two seasons. Winds from the southeast through southwest and northwest directions are predominant in the summer, whereas the winds from west through northwest are predominant during the winter season, as indicated by the wind roses. Strong winds of a mean speed greater than 30 km/h measured at the airport (at an anemometer height of 10 m) occur for 2.4% and 9.7% of the time during the summer and winter seasons, respectively.

Wind statistics were combined with the wind tunnel data to predict the frequency of occurrence of full-scale wind speeds. The full-scale wind predictions were then compared with the wind criteria for pedestrian comfort and safety.



Summer (May – October) **Winter (November – April)**

Wind Speed (km/h)	Probability (%) Summer	Winter
Calm	4.0	2.7
1-10	38.1	25.0
11-20	44.9	42.0
21-30	10.7	20.6
31-40	2.0	7.1
>40	0.4	2.6

Image 3: Directional Distribution of Winds Approaching Shearwater Airport between 1989 and 2019

2.3 RWDI Pedestrian Wind Criteria

The RWDI pedestrian wind criteria, which have been developed by RWDI through research and consulting practice since 1974, are used in the current study. These criteria have been widely accepted by municipal authorities as well as by the building design and city planning community. Regional differences in wind climate and thermal conditions as well as variations in age, health, clothing, etc. can affect a person's perception of the wind climate. Therefore, comparisons of wind speeds for the existing and proposed building configurations are the most objective way in assessing local pedestrian wind conditions. In general, the combined effect of mean and gust speeds on pedestrian comfort can be quantified by a Gust Equivalent Mean (GEM).

Comfort Category	GEM Speed (km/h)	Description
Sitting	≤ 10	Calm or light breezes desired for outdoor restaurants and seating areas where one can read a paper without having it blown away
Standing	≤ 14	Gentle breezes suitable for main building entrances, bus stops, and other places where pedestrians may linger
Strolling	≤ 17	Moderate winds that would be appropriate for window shopping and strolling along a downtown street, plaza or park
Walking	≤ 20	Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without lingering
Uncomfortable	> 20	Strong winds of this magnitude are considered a nuisance for all pedestrian activities, and wind mitigation is typically recommended

Notes:

(1) *GEM Speed = max (Mean Speed, Gust Speed/1.85)* and *Gust Speed = Mean Speed + 3*RMS Speed*;
(2) Wind conditions are considered to be comfortable if the predicted GEM speeds are within the respective thresholds for at least 80% of the time between 6:00 and 23:00. Nightly hours between 0:00 and 5:00 are excluded from the wind analysis for comfort since limited usage of outdoor spaces is anticipated; and,
(3) Instead of standard four seasons, two periods of summer (May to October) and winter (November to April) are adopted in the wind analysis, because in a cold climate such as that found in **Halifax** there are distinct differences in pedestrian outdoor behaviours between these two-time periods.

Safety Criterion	Gust Speed (km/h)	Description
Exceeded	> 90	Excessive gust speeds that can adversely affect a pedestrian's balance and footing. Wind mitigation is typically required.

Notes:

(1) Based on an annual exceedance of 9 hours or 0.1% of the time for 24 hours a day; and,
(2) Only gust speeds need to be considered in the wind safety criterion. These are usually rare events, but deserve special attention in city planning and building design due to their potential safety impact on pedestrians.

3 RESULTS AND DISCUSSION

The predicted wind conditions are shown on site plans in Figures 1A through 2B located in the "Figures" section of this report. These conditions and the associated wind speeds are also represented in Table 1, located in the "Tables" section of this report.

Wind conditions that meet the safety criterion are predicted at all locations for all configurations assessed (see Table 1). The following is a detailed discussion of the suitability of the predicted wind conditions for the anticipated pedestrian use of each area of interest.

3.1 Grade Level (Locations 1 through 74)

Wind conditions comfortable for walking or strolling are appropriate for sidewalks and walkways as pedestrians will be active and less likely to remain in one area for prolonged periods of time. Lower wind speeds conducive to standing are preferred at main entrances and promenade areas where pedestrians are apt to linger. Also, wind speeds comfortable for sitting are preferred for areas intended for passive activities, such as for the restaurant patio area.

3.1.1 Existing Configuration

Existing wind speeds are comfortable for sitting and standing during the summer and winter months (see Figure 1A & 2A) at most locations at and around the project site. Existing wind speeds also meet the wind safety criterion at all locations tested.

3.1.2 Proposed Configuration

Upon addition of the proposed development to the site, over the year wind conditions are expected to be comfortable for sitting at all locations at the restaurant patio and promenade areas which is appropriate for intended passive pedestrian usage (see Figure 1B & 2B). Moreover, throughout the year wind conditions apt for active pedestrian usage are predicted at most of the sidewalk locations, where conditions are comfortable predominantly for sitting and standing (see Figure 1B & 2B).

Compared to the existing wind conditions, slightly lower wind speeds are expected for the proposed configuration at the southeast façade of the building due to sheltering from the proposed development, where wind comfort conditions are improved with conditions comfortable for sitting in most areas.

The main entrances of the proposed building are situated near Locations 1 and 17 (see Figures 1B & 2B). The wind conditions at these entrances are expected to be comfortable for sitting during the summer and winter months, which is ideal.

3.2 Above-Grade Levels (Locations 75 through 96)

It is generally desirable for wind conditions on terraces intended for passive activities to be comfortable for sitting more than 80% of the time in the summer. During the winter, the area would not be used frequently, and increased wind activity would be considered appropriate.

Wind speeds on the Level 2 terrace amenity are expected to be comfortable for sitting (see Figure 1B & 2B) during both summer and winter seasons, which is ideal for passive usage. Similarly, the wind conditions at the Level 9 roof are also expected to be comfortable for sitting or standing over the year.

4 APPLICABILITY OF RESULTS

The wind conditions presented in this report pertain to the model of the Mills Development constructed using the drawings and information listed below. Should there be any design changes that deviate from this list of drawings, the wind condition predictions presented may change. Therefore, if changes in the design are made, it is recommended that RWDI be contacted and requested to review their potential effects on wind conditions.

File Name	File Type	Date Received (dd/mm/yyyy)
2020.05.25 - MILLS BLOCK	Revit	25/05/2021
A1-01 - SITE PLAN	Adobe PDF	25/05/2021
A1-01B - SITE PLAN - ROOF	Adobe PDF	25/05/2021
S_22519-1_The Mills Development_R21-Imperial	Revit	16/06/2021

5 REFERENCES

1. ASCE Task Committee on Outdoor Human Comfort (2004). *Outdoor Human Comfort and Its Assessment*, 68 pages, American Society of Civil Engineers, Reston, Virginia, USA.

2. Williams, C.J., Hunter, M.A. and Waechter, W.F. (1990). "Criteria for Assessing the Pedestrian Wind Environment," *Journal of Wind Engineering and Industrial Aerodynamics*, Vol.36, pp.811-815.

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6. Williams, C.J., Wu, H., Waechter, W.F. and Baker, H.A. (1999). "Experiences with Remedial Solutions to Control Pedestrian Wind Problems," *Tenth International Conference on Wind Engineering*, Copenhagen, Denmark.

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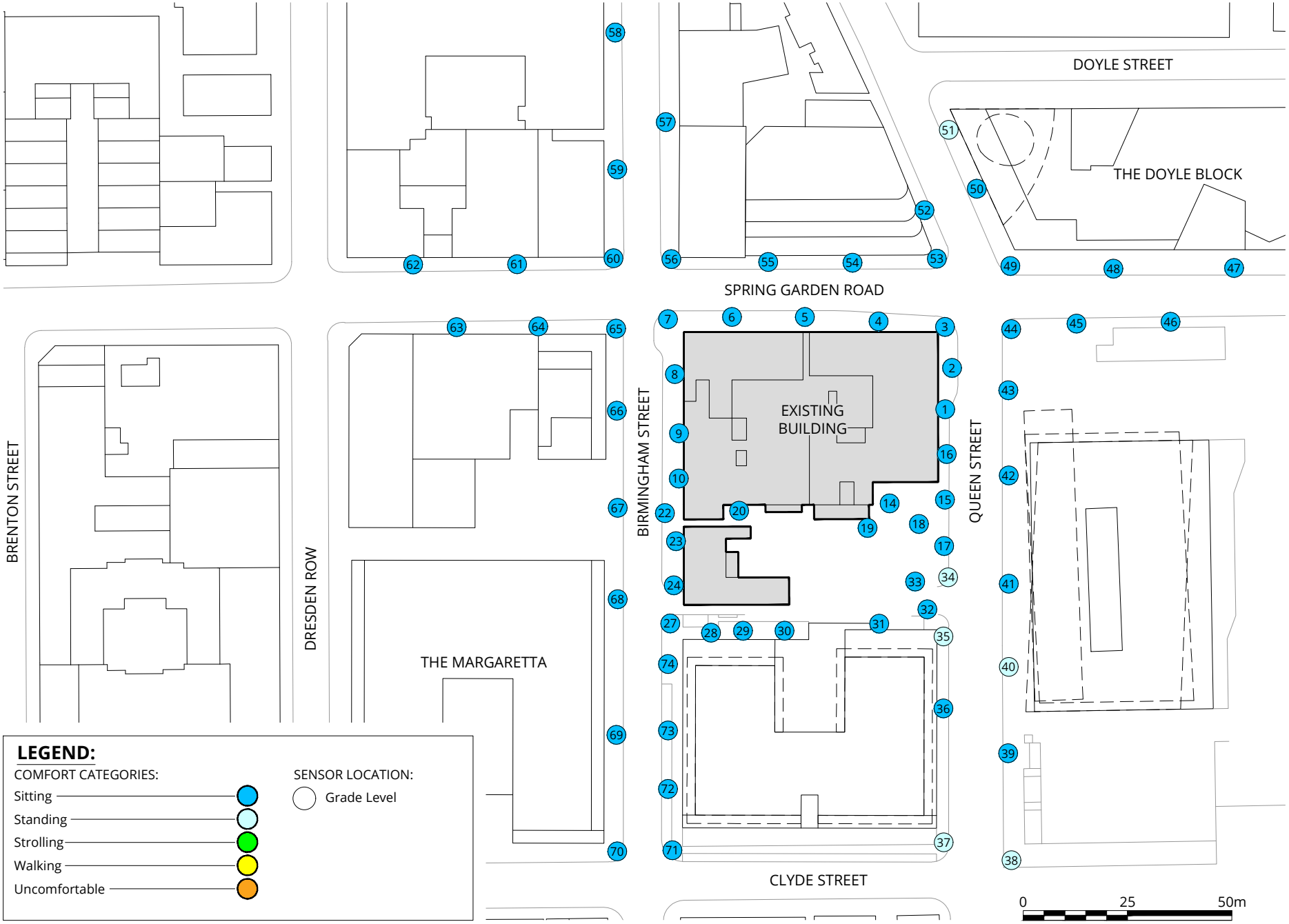
8. Durgin, F. H. (1997). "Pedestrian Level Wind Criteria Using the Equivalent average", *Journal of Wind Engineering and Industrial Aerodynamics*, Vol. 66, pp.215-226.

9. Wu, H. and Kriksic, F. (2012). "Designing for Pedestrian Comfort in Response to Local Climate", *Journal of Wind Engineering and Industrial Aerodynamics*, Vol.104-106, pp.397-407.

10. Wu, H., Williams, C.J., Baker, H.A. and Waechter, W.F. (2004), "Knowledge-based Desk-Top Analysis of Pedestrian Wind Conditions", *ASCE Structure Congress 2004,* Nashville, Tennessee.

FIGURES



LEGEND:

COMFORT CATEGORIES:
- Sitting
- Standing
- Strolling
- Walking
- Uncomfortable

SENSOR LOCATION:
- Grade Level

Pedestrian Wind Comfort Conditions

Existing Configuration

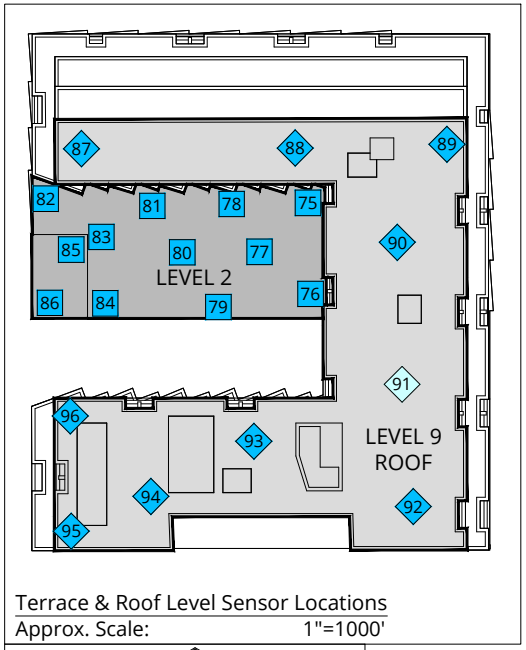
Summer (May to October, 6:00 to 23:00)

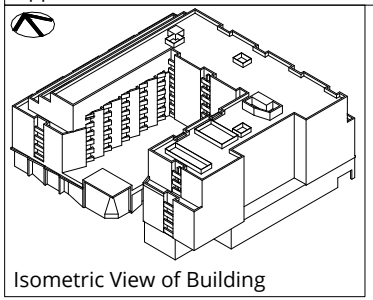
Mills Development - Halifax, NS

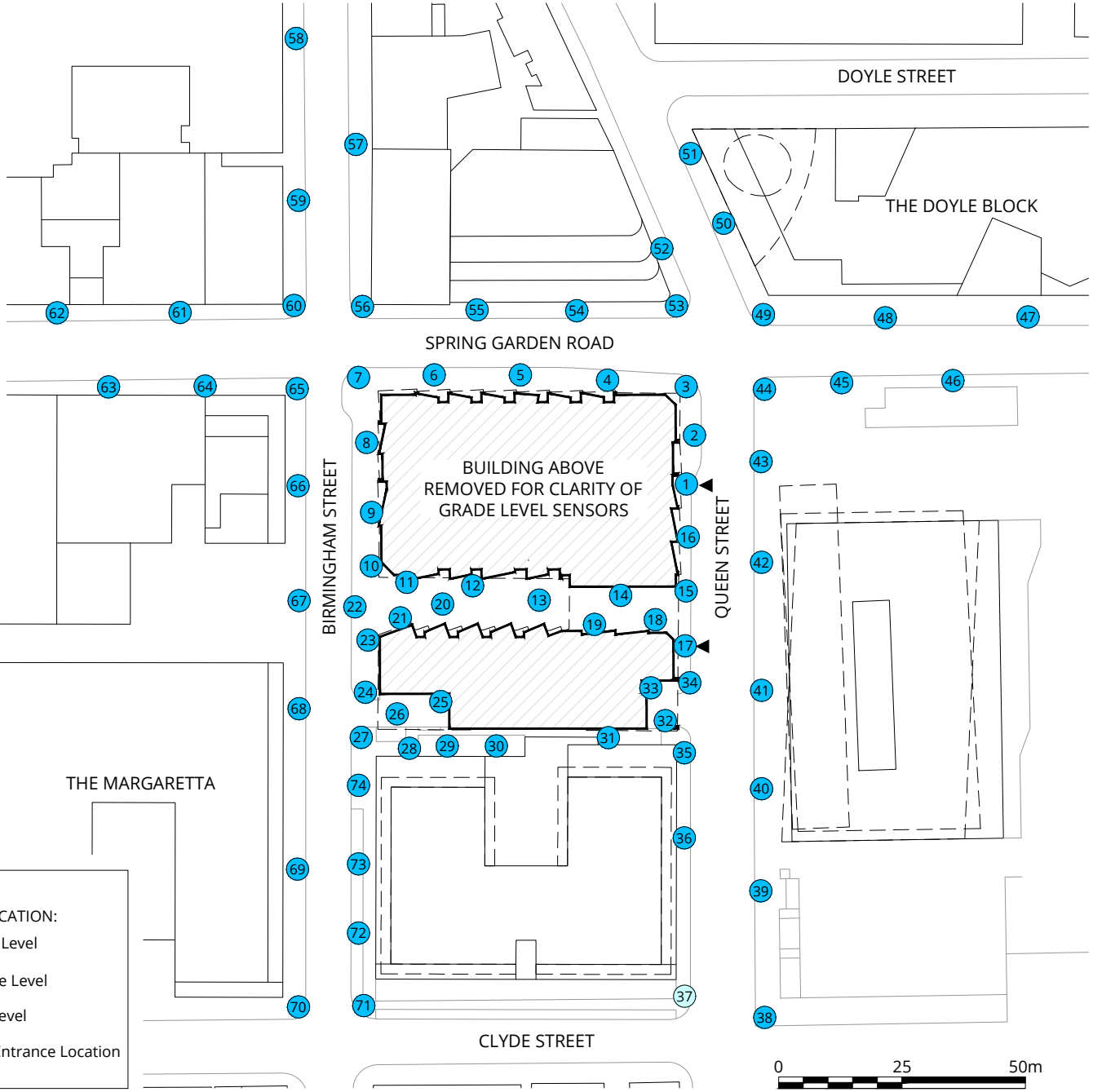
True North

Project #2100178

Drawn by: DF	Figure: 1A
Approx. Scale:	1:1250
Date Revised:	Jul. 12, 2021







LEGEND:

COMFORT CATEGORIES:
- Sitting
- Standing
- Strolling
- Walking
- Uncomfortable

SENSOR LOCATION:
- Grade Level
- Terrace Level
- Roof Level
- Main Entrance Location

Pedestrian Wind Comfort Conditions

Proposed Configuration

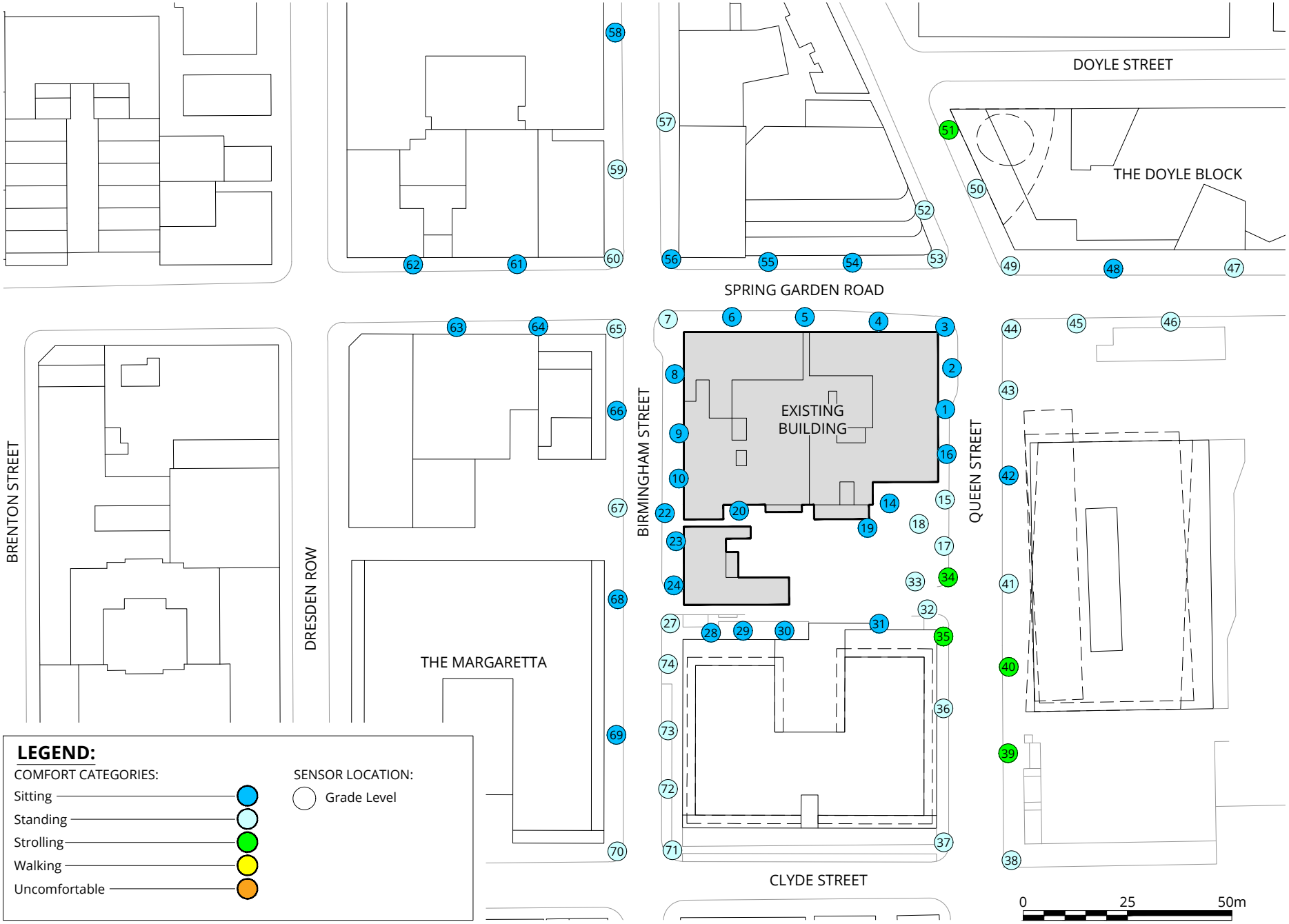
Summer (May to October, 6:00 to 23:00)

Mills Development - Halifax, NS

True North

Project #2100178

Drawn by: DF	Figure: 1B	
Approx. Scale: 1:1250		
Date Revised: Jul. 12, 2021		



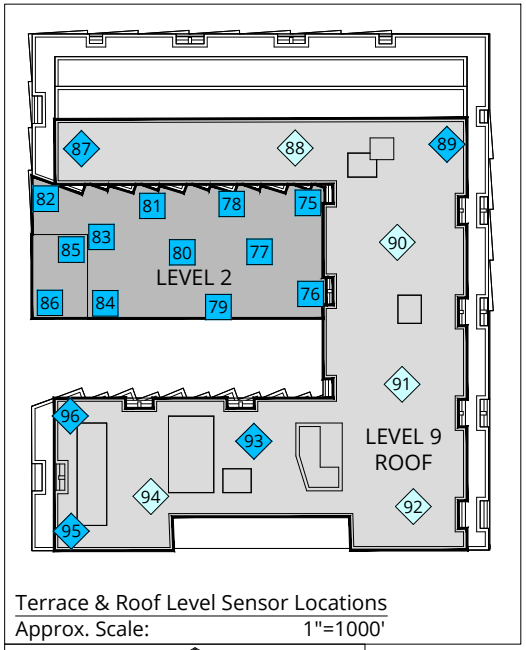
Pedestrian Wind Comfort Conditions
Existing Configuration
Winter (November to April, 6:00 to 23:00)

Mills Development - Halifax, NS

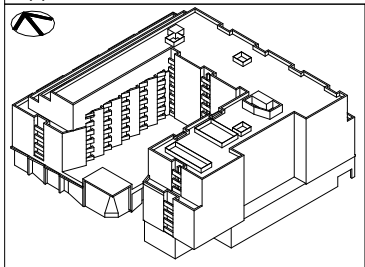
True North

Project #2100178

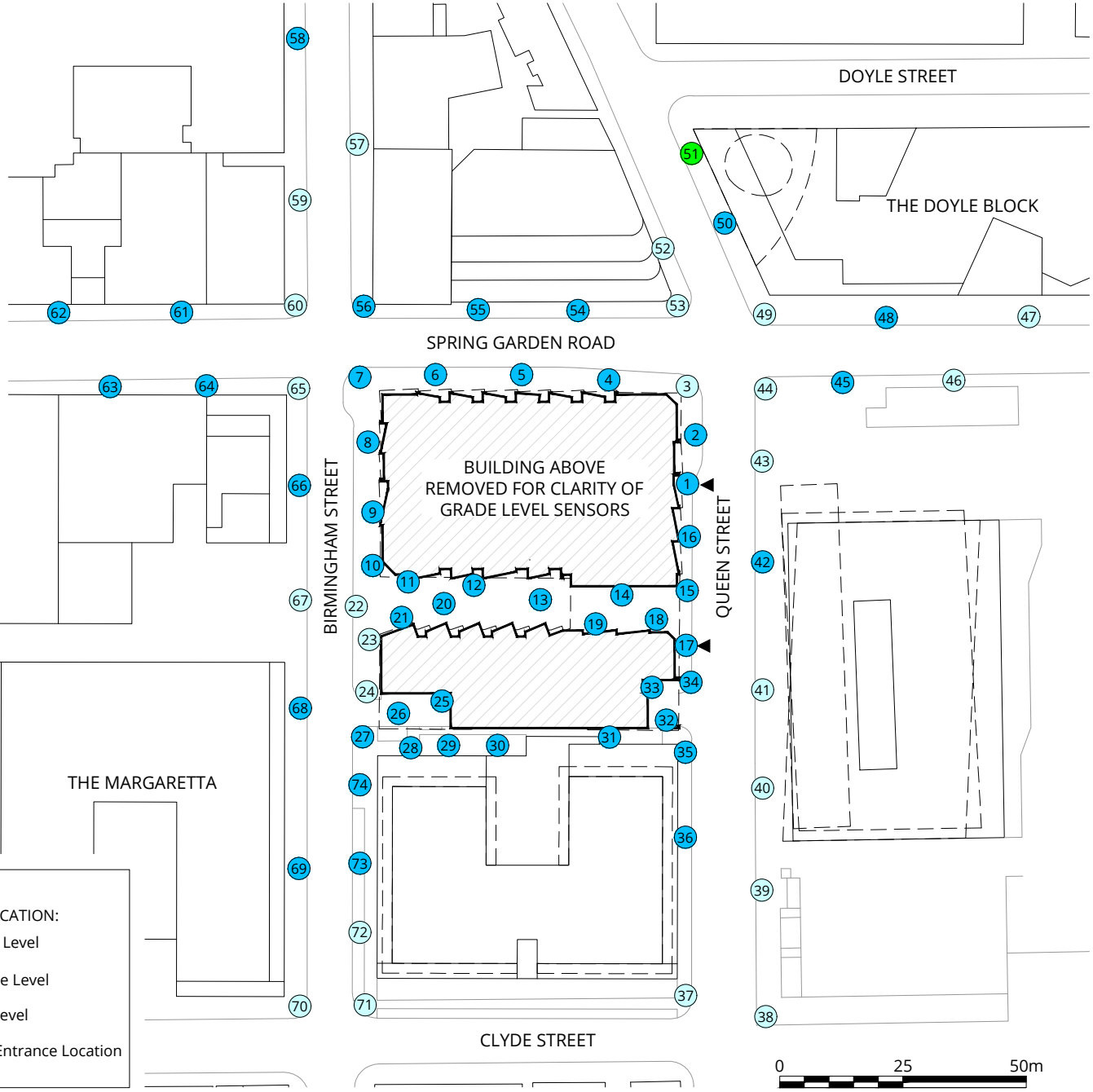
Drawn by: DF	Figure: 2A
Approx. Scale:	1:1250
Date Revised:	Jul. 12, 2021



Terrace & Roof Level Sensor Locations
Approx. Scale: 1"=1000'



Isometric View of Building



LEGEND:

COMFORT CATEGORIES:
- Sitting
- Standing
- Strolling
- Walking
- Uncomfortable

SENSOR LOCATION:
- Grade Level
- Terrace Level
- Roof Level
- Main Entrance Location

Pedestrian Wind Comfort Conditions

Proposed Configuration
Winter (November to April, 6:00 to 23:00)

Mills Development - Halifax, NS

True North

Project #2100178

Drawn by: DF	Figure: 2B	
Approx. Scale: 1:1250		
Date Revised: Jul. 12, 2021		

TABLES

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating
1	Existing	7	Sitting	9	Sitting	41	Pass
	Proposed	7	Sitting	8	Sitting	42	Pass
2	Existing	7	Sitting	9	Sitting	43	Pass
	Proposed	8	Sitting	10	Sitting	49	Pass
3	Existing	8	Sitting	10	Sitting	50	Pass
	Proposed	9	Sitting	12	Standing	52	Pass
4	Existing	7	Sitting	9	Sitting	41	Pass
	Proposed	7	Sitting	10	Sitting	44	Pass
5	Existing	7	Sitting	9	Sitting	43	Pass
	Proposed	6	Sitting	8	Sitting	38	Pass
6	Existing	7	Sitting	9	Sitting	44	Pass
	Proposed	6	Sitting	8	Sitting	36	Pass
7	Existing	8	Sitting	11	Standing	46	Pass
	Proposed	8	Sitting	10	Sitting	46	Pass
8	Existing	7	Sitting	10	Sitting	42	Pass
	Proposed	8	Sitting	10	Sitting	42	Pass
9	Existing	7	Sitting	9	Sitting	41	Pass
	Proposed	7	Sitting	9	Sitting	43	Pass
10	Existing	7	Sitting	9	Sitting	43	Pass
	Proposed	8	Sitting	9	Sitting	47	Pass
11	Existing	-	-	-	-	-	-
	Proposed	7	Sitting	9	Sitting	41	Pass
12	Existing	-	-	-	-	-	-
	Proposed	5	Sitting	7	Sitting	29	Pass
13	Existing	-	-	-	-	-	-
	Proposed	5	Sitting	7	Sitting	30	Pass
14	Existing	8	Sitting	9	Sitting	45	Pass
	Proposed	7	Sitting	9	Sitting	39	Pass
15	Existing	10	Sitting	13	Standing	57	Pass
	Proposed	7	Sitting	9	Sitting	52	Pass
16	Existing	8	Sitting	10	Sitting	48	Pass
	Proposed	7	Sitting	9	Sitting	49	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating
17	Existing	10	Sitting	13	Standing	60	Pass
	Proposed	8	Sitting	10	Sitting	53	Pass
18	Existing	10	Sitting	13	Standing	57	Pass
	Proposed	5	Sitting	7	Sitting	35	Pass
19	Existing	8	Sitting	10	Sitting	44	Pass
	Proposed	6	Sitting	8	Sitting	37	Pass
20	Existing	6	Sitting	7	Sitting	42	Pass
	Proposed	6	Sitting	8	Sitting	36	Pass
21	Existing	-	-	-	-	-	-
	Proposed	6	Sitting	8	Sitting	39	Pass
22	Existing	8	Sitting	10	Sitting	48	Pass
	Proposed	9	Sitting	11	Standing	52	Pass
23	Existing	8	Sitting	10	Sitting	51	Pass
	Proposed	9	Sitting	11	Standing	51	Pass
24	Existing	8	Sitting	10	Sitting	47	Pass
	Proposed	9	Sitting	11	Standing	49	Pass
25	Existing	-	-	-	-	-	-
	Proposed	3	Sitting	4	Sitting	21	Pass
26	Existing	-	-	-	-	-	-
	Proposed	4	Sitting	6	Sitting	32	Pass
27	Existing	10	Sitting	13	Standing	60	Pass
	Proposed	8	Sitting	10	Sitting	45	Pass
28	Existing	6	Sitting	9	Sitting	42	Pass
	Proposed	6	Sitting	8	Sitting	35	Pass
29	Existing	6	Sitting	8	Sitting	35	Pass
	Proposed	5	Sitting	7	Sitting	29	Pass
30	Existing	5	Sitting	7	Sitting	31	Pass
	Proposed	4	Sitting	5	Sitting	24	Pass
31	Existing	6	Sitting	9	Sitting	43	Pass
	Proposed	4	Sitting	6	Sitting	29	Pass
32	Existing	9	Sitting	12	Standing	54	Pass
	Proposed	5	Sitting	6	Sitting	30	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating
33	Existing	9	Sitting	12	Standing	54	Pass
	Proposed	4	Sitting	5	Sitting	25	Pass
34	Existing	11	Standing	15	Strolling	63	Pass
	Proposed	8	Sitting	10	Sitting	58	Pass
35	Existing	11	Standing	15	Strolling	65	Pass
	Proposed	8	Sitting	9	Sitting	55	Pass
36	Existing	9	Sitting	11	Standing	56	Pass
	Proposed	8	Sitting	10	Sitting	53	Pass
37	Existing	11	Standing	14	Standing	60	Pass
	Proposed	11	Standing	13	Standing	60	Pass
38	Existing	11	Standing	14	Standing	67	Pass
	Proposed	10	Sitting	12	Standing	66	Pass
39	Existing	10	Sitting	15	Strolling	68	Pass
	Proposed	9	Sitting	13	Standing	56	Pass
40	Existing	12	Standing	15	Strolling	66	Pass
	Proposed	10	Sitting	13	Standing	61	Pass
41	Existing	9	Sitting	12	Standing	57	Pass
	Proposed	9	Sitting	12	Standing	53	Pass
42	Existing	7	Sitting	9	Sitting	43	Pass
	Proposed	8	Sitting	10	Sitting	44	Pass
43	Existing	9	Sitting	11	Standing	48	Pass
	Proposed	8	Sitting	11	Standing	48	Pass
44	Existing	9	Sitting	12	Standing	53	Pass
	Proposed	9	Sitting	13	Standing	57	Pass
45	Existing	9	Sitting	12	Standing	54	Pass
	Proposed	8	Sitting	10	Sitting	54	Pass
46	Existing	10	Sitting	13	Standing	58	Pass
	Proposed	10	Sitting	13	Standing	55	Pass
47	Existing	10	Sitting	13	Standing	59	Pass
	Proposed	9	Sitting	12	Standing	56	Pass
48	Existing	8	Sitting	10	Sitting	47	Pass
	Proposed	7	Sitting	9	Sitting	43	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating
49	Existing	10	Sitting	12	Standing	59	Pass
	Proposed	10	Sitting	13	Standing	60	Pass
50	Existing	9	Sitting	11	Standing	48	Pass
	Proposed	8	Sitting	10	Sitting	46	Pass
51	Existing	11	Standing	16	Strolling	71	Pass
	Proposed	10	Sitting	15	Strolling	69	Pass
52	Existing	10	Sitting	14	Standing	62	Pass
	Proposed	10	Sitting	14	Standing	60	Pass
53	Existing	9	Sitting	11	Standing	52	Pass
	Proposed	8	Sitting	11	Standing	49	Pass
54	Existing	6	Sitting	8	Sitting	40	Pass
	Proposed	8	Sitting	10	Sitting	47	Pass
55	Existing	7	Sitting	8	Sitting	39	Pass
	Proposed	8	Sitting	9	Sitting	46	Pass
56	Existing	8	Sitting	10	Sitting	48	Pass
	Proposed	7	Sitting	9	Sitting	41	Pass
57	Existing	10	Sitting	14	Standing	60	Pass
	Proposed	10	Sitting	14	Standing	59	Pass
58	Existing	7	Sitting	9	Sitting	41	Pass
	Proposed	6	Sitting	8	Sitting	39	Pass
59	Existing	8	Sitting	12	Standing	60	Pass
	Proposed	8	Sitting	11	Standing	59	Pass
60	Existing	8	Sitting	11	Standing	59	Pass
	Proposed	8	Sitting	11	Standing	59	Pass
61	Existing	7	Sitting	9	Sitting	44	Pass
	Proposed	7	Sitting	8	Sitting	42	Pass
62	Existing	8	Sitting	10	Sitting	48	Pass
	Proposed	8	Sitting	10	Sitting	49	Pass
63	Existing	7	Sitting	10	Sitting	43	Pass
	Proposed	7	Sitting	10	Sitting	43	Pass
64	Existing	6	Sitting	9	Sitting	43	Pass
	Proposed	6	Sitting	9	Sitting	43	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating
65	Existing	8	Sitting	11	Standing	46	Pass
	Proposed	8	Sitting	11	Standing	47	Pass
66	Existing	7	Sitting	8	Sitting	44	Pass
	Proposed	7	Sitting	8	Sitting	48	Pass
67	Existing	10	Sitting	13	Standing	59	Pass
	Proposed	10	Sitting	13	Standing	62	Pass
68	Existing	8	Sitting	10	Sitting	51	Pass
	Proposed	8	Sitting	10	Sitting	51	Pass
69	Existing	4	Sitting	5	Sitting	21	Pass
	Proposed	4	Sitting	5	Sitting	21	Pass
70	Existing	10	Sitting	13	Standing	59	Pass
	Proposed	10	Sitting	12	Standing	56	Pass
71	Existing	10	Sitting	12	Standing	55	Pass
	Proposed	9	Sitting	11	Standing	54	Pass
72	Existing	10	Sitting	12	Standing	58	Pass
	Proposed	9	Sitting	11	Standing	56	Pass
73	Existing	10	Sitting	11	Standing	55	Pass
	Proposed	9	Sitting	10	Sitting	53	Pass
74	Existing	10	Sitting	12	Standing	57	Pass
	Proposed	8	Sitting	9	Sitting	49	Pass
75	Existing	-	-	-	-	-	-
	Proposed	4	Sitting	5	Sitting	22	Pass
76	Existing	-	-	-	-	-	-
	Proposed	6	Sitting	8	Sitting	35	Pass
77	Existing	-	-	-	-	-	-
	Proposed	6	Sitting	7	Sitting	32	Pass
78	Existing	-	-	-	-	-	-
	Proposed	6	Sitting	8	Sitting	36	Pass
79	Existing	-	-	-	-	-	-
	Proposed	6	Sitting	8	Sitting	37	Pass
80	Existing	-	-	-	-	-	-
	Proposed	6	Sitting	8	Sitting	33	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating
81	Existing	-	-	-	-	-	-
	Proposed	6	Sitting	8	Sitting	36	Pass
82	Existing	-	-	-	-	-	-
	Proposed	6	Sitting	8	Sitting	35	Pass
83	Existing	-	-	-	-	-	-
	Proposed	7	Sitting	8	Sitting	38	Pass
84	Existing	-	-	-	-	-	-
	Proposed	6	Sitting	7	Sitting	34	Pass
85	Existing	-	-	-	-	-	-
	Proposed	7	Sitting	9	Sitting	40	Pass
86	Existing	-	-	-	-	-	-
	Proposed	7	Sitting	9	Sitting	43	Pass
87	Existing	-	-	-	-	-	-
	Proposed	7	Sitting	9	Sitting	40	Pass
88	Existing	-	-	-	-	-	-
	Proposed	8	Sitting	11	Standing	44	Pass
89	Existing	-	-	-	-	-	-
	Proposed	8	Sitting	10	Sitting	44	Pass
90	Existing	-	-	-	-	-	-
	Proposed	10	Sitting	13	Standing	54	Pass
91	Existing	-	-	-	-	-	-
	Proposed	11	Standing	14	Standing	61	Pass
92	Existing	-	-	-	-	-	-
	Proposed	10	Sitting	12	Standing	57	Pass
93	Existing	-	-	-	-	-	-
	Proposed	7	Sitting	9	Sitting	48	Pass
94	Existing	-	-	-	-	-	-
	Proposed	9	Sitting	11	Standing	47	Pass
95	Existing	-	-	-	-	-	-
	Proposed	7	Sitting	9	Sitting	42	Pass
96	Existing	-	-	-	-	-	-
	Proposed	7	Sitting	9	Sitting	42	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating

Season	Months	Hours
Summer	May - October	6:00 - 23:00 for comfort
Winter	November - April	6:00 - 23:00 for comfort
Annual	January - December	0:00 - 23:00 for safety
Configurations		
Existing	Existing site and surroundings	
Proposed	Project with existing surroundings	

Comfort Speed (km/h)	
(20% Seasonal Exceedance)	
≤ 10	Sitting
11 - 14	Standing
15 - 17	Strolling
18 - 20	Walking
> 20	Uncomfortable

Safety Speed (km/h)	
(0.1% Annual Exceedance)	
≤ 90	Pass
> 90	Exceeded

Attachment D - Design Manual Checklist: Case 23726 *(refer to Attachment B)*				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
2	**DOWNTOWN PRECINCT GUIDELINES** *(refer to Map 2 of the LUB)*			
2.3	**Precinct 3: Spring Garden Road**			
	The following general criteria shall apply:			
2.3(a)	Development shall appropriately frame Citadel Hill, the Public Gardens, and Victoria Park through the provision of consistent, animated streetwalls of superior quality and design.		✓	
2.3(b)	Ensure that there continues to be adequate sunlight penetration on Spring Garden Road.	Yes		
2.3(c)	Focus pedestrian activities at sidewalk level through the provision of weather protected sidewalks using well-designed canopies and awnings.	Yes		Proposed weather protection in the form of building overhang above entries.
2.3(d)	Prohibit new surface parking lots of any kind.	Yes		
2.3(e)	Improve the pedestrian environment in the public realm through a program of streetscape improvements as previously endorsed by Council (Capital District Streetscape Guidelines)..	Yes		Spring Garden streetscape project underway; proposed public benefit of u/g electrical vault is linked to that project.
2.3(f)	Development shall be in keeping with The Spring Garden Road/Queen Street Area Joint Public Lands Plan, including: - ensure that the Clyde Street parking lots are redeveloped with mid-rise development, underground parking, and massing that transitions to Schmidtville; - ensure that the existing parking supply on the two Clyde Street parking lots will be preserved as part of the redevelopment of those lots, and that in addition, the redevelopment provides adequate parking for the new uses being introduced; - reinforce a development pattern of “monumental” buildings on Spring Garden Road from Queen Street towards Barrington Street; - a new public open space, 2,000 square metres minimum, shall be established at the terminus of Clyde Street, on the east side of Queen Street; - Clyde Street and Brenton Place to become important pedestrian-oriented streets;		✓	

Attachment D - Design Manual Checklist: Case 23726 *(refer to Attachment B)*				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
	- allow for a mid-rise development at the corner of Morris and Queen Streets, and; - to allow tall buildings on the western blocks of the precinct.			
3.1	**THE STREETWALL**			
3.1.1	**Pedestrian-Oriented Commercial** *(refer to Map 3 of the LUB)*			
3.1.1(a)	The articulation of narrow shop fronts, characterized by close placement to the sidewalk.	Yes		
3.1.1(b)	High levels of transparency (non-reflective and non-tinted glazing on a minimum of 75% of the first floor elevation).	Yes		
3.1.1(c)	Frequent entries.	Yes		
3.1.1(d)	Protection of pedestrians from the elements with awnings and canopies is required along the pedestrian-oriented commercial frontages shown on Map 3 and is encouraged elsewhere throughout the downtown.	Yes		Proposed weather protection in the form of building overhang above entries.
3.1.1(e)	Patios and other spill-out activity is permitted and encouraged where adequate width for pedestrian passage is maintained.	Yes		
3.1.1(f)	Where non-commercial uses are proposed at grade in those areas where permitted, they should be designed such that future conversion to retail or commercial uses is possible.	Yes		
3.1.2	**Streetwall Setback** *(refer to Map 6 of the LUB)*			
	To reinforce existing and desired streetscape and land use characteristics, streetwall placements are therefore categorized according to the following setback standards (see Map 6 of the Land Use By-law):			
	• Minimal to no Setback (0-1.5m): Corresponds to the traditional retail streets and business core of the downtown. Except at corners or where an entire block length is being redeveloped, new buildings should be consistent with the setback of the adjacent existing buildings.	Yes		
	• Setbacks vary (0-4m): Corresponds to streets where setbacks are not consistent and often associated with non-commercial and residential uses or house-form building types. New buildings should provide a setback that is no greater or lesser than the adjacent existing buildings.		✓	

Attachment D - Design Manual Checklist: Case 23726 *(refer to Attachment B)*				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
	• Institutional and Parkfront Setbacks (4m+): Corresponds to the generous landscaped setbacks generally associated with civic landmarks and institutional uses. Similar setbacks designed as landscaped or hardscaped public amenity areas may be considered where new public uses or cultural attractions are proposed along any downtown street. Also corresponds to building frontages on key urban parks and squares where an opportunity exists to provide a broader sidewalk to enable special streetscape treatments and spill out activity such as sidewalk patios.		✓	
3.1.3	**Streetwall Height** *(refer to Map 7 of the LUB)*			
	To ensure a comfortable human-scaled street enclosure, streetwall height should generally be no less than 11 metres and generally no greater than a height proportional (1:1) to the width of the street as measured from building face to building face. Accordingly, maximum streetwall heights are defined and correspond to the varying widths of downtown streets – generally 15.5m, 17m or 18.5m. Consistent with the principle of creating strong edges to major public open spaces, a streetwall height of 21.5m is permitted around the perimeter of Cornwallis Park. Maximum Streetwall Heights are shown on Map 7 of the Land Use By-law.	Yes		Variances are requested to the maximum streetwall height on Birmingham and Queen Streets and to the minimum streetwall height on Birmingham Street.
3.2	**PEDESTRIAN STREETSCAPES**			
3.2.1	**Design of the Streetwall**			
3.2.1(a)	The streetwall should contribute to the fine-grained character of the streetscape by articulating the façade in a vertical rhythm that is consistent with the prevailing character of narrow buildings and storefronts.	Yes		Vertical and horizontal rhythm is achieved through fenestration, material change, and colour.
3.2.1(b)	The streetwall should generally be built to occupy 100% of a property's frontage along streets.		✓	
3.2.1(c)	Generally, streetwall heights should be proportional to the width of the right of way, a 1:1 ratio between streetwall height and right of way width. Above the maximum streetwall height, further building heights are subject to upper storey stepbacks.	Yes		Variances are requested to the maximum streetwall height on Birmingham and Queen Streets and to the minimum

Attachment D - Design Manual Checklist: Case 23726 *(refer to Attachment B)*				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
				streetwall height on Birmingham Street.
3.2.1(d)	In areas of contiguous heritage resources, streetwall height should be consistent with heritage buildings.		✓	
3.2.1(e)	Streetwalls should be designed to have the highest possible material quality and detail.	Yes		
3.2.1(f)	Streetwalls should have many windows and doors to provide eyes on the street and a sense of animation and engagement.	Yes		
3.2.1(g)	Along pedestrian frontages at grade level, blank walls shall not be permitted, nor shall any mechanical or utility functions (vents, trash vestibules, propane vestibules, etc.) be permitted.	Yes		
3.2.2	**Building Orientation and Placement** *(refer to Maps 8 and 9 of the LUB)*			
3.2.2(a)	All buildings should orient to, and be placed at, the street edge with clearly defined primary entry points that directly access the sidewalk.	Yes		
3.2.2(b)	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space. Such treatments are also appropriate for Prominent Visual Terminus sites identified on Map 9 of the Land Use By-law.	Yes		
3.2.2(c)	Sideyard setbacks are not permitted in the Central Blocks defined on Map 8 of the Land Use Bylaw, except where required for through-block pedestrian connections or vehicular access.		✓	
3.2.3	**Retail Uses** *(refer to Map 3 of the LUB)*			
3.2.3(a)	All mandatory retail frontages (Map 3 of Land Use By-law) should have retail uses at-grade with a minimum 75% glazing to achieve maximum visual transparency and animation.	Yes		
3.2.3(b)	Weather protection for pedestrians through the use of well-designed awnings and canopies is required along mandatory retail frontages (Map 3) and is strongly encouraged in all other areas.	Yes		Proposed weather protection in the form of building overhang above entries.
3.2.3(c)	Where retail uses are not currently viable, the grade-level condition should be designed to easily accommodate conversion to retail at a later date.	Yes		

Attachment D - Design Manual Checklist: Case 23726 *(refer to Attachment B)*				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
3.2.3(d)	Minimize the transition zone between retail and the public realm. Locate retail immediately adjacent to, and accessible from, the sidewalk.	Yes		
3.2.3(e)	Avoid deep columns or large building projections that hide retail display and signage from view.	Yes		
3.2.3(f)	Ensure retail entrances are located at or near grade. Avoid split level, raised or sunken retail entrances. Where a changing grade along a building frontage may result in exceedingly raised or sunken entries it may be necessary to step the elevation of the main floor slab to meet the grade changes.	Yes		
3.2.3(g)	Commercial signage should be well designed and of high material quality to add diversity and interest to retail streets, while not being overwhelming.	Yes		To be evaluated at the time of permitting according to the LUB regulations.
3.2.4	**Residential Uses**			
3.2.4(a)	Individually accessed residential units (i.e. town homes) should have front doors on the street, with appropriate front yard privacy measures such as setbacks and landscaping. Front entrances and first floor slabs should be raised above grade level for privacy, and should be accessed through means such as steps, stoops and porches.	Yes		Townhouse-style units are to be accessed from the promenade instead of from the street.
3.2.4(b)	Residential units accessed by a common entrance and lobby may have the entrance and lobby elevated or located at grade-level, and the entrance should be clearly recognizable from the exterior through appropriate architectural treatment.	Yes		
3.2.4(c)	Projects that feature a combination of individually accessed units in the building base with common entrance or lobby-accessed units in the upper building, are encouraged.	Yes		
3.2.4(d)	Units with multiple bedrooms (2 and 3 bedroom units) should be provided that have immediately accessible outdoor amenity space. The amenity space may be at-grade or on the landscaped roof of a podium.	Yes		
3.2.4(e)	Units provided to meet housing affordability requirements shall be uniformly distributed throughout the development and shall be visually indistinguishable from market-rate units through the use of identical levels of design and material quality.		✓	

Attachment D - Design Manual Checklist: Case 23726 *(refer to Attachment B)*				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
3.2.4(f)	Residential uses introduced adjacent to pre-existing or concurrently developed eating and drinking establishments should incorporate acoustic dampening building materials to mitigate unwanted sound transmission.	Yes		
3.2.5	**Sloping Conditions**			
3.2.5(a)	Maintain active uses at-grade, related to the sidewalk, stepping with the slope. Avoid levels that are distant from grade.		✓	
3.2.5(b)	a. Maintain active uses at-grade, related to the sidewalk, stepping with the slope. Avoid levels that are distant from grade.		✓	
3.2.5(c)	Provide windows, doors and other design articulation along facades; blank walls are not permitted.		✓	
3.2.5(d)	Articulate the façade to express internal floor or ceiling lines; blank walls are not permitted.		✓	
3.2.5(e)	Wrap retail display windows a minimum of 4.5 metres around the corner along sloping streets, where retail is present on the sloping street.		✓	
3.2.5(f)	Wherever possible, provide pedestrian entrances on sloping streets. If buildings are fully accessible at other entrances, consider small flights of steps or ramps up or down internally to facilitate entrances on the slope.		✓	
3.2.5(g)	Flexibility in streetwall heights is required in order to transition from facades at a lower elevation to facades at higher elevations on the intersecting streets. Vertical corner elements (corner towers) can facilitate such transitions, as can offset or “broken” cornice lines at the top of streetwalls on sloping streets.		✓	
3.2.6	**Elevated Pedestrian Walkways**			
3.2.6(a)	Not be constructed in a north-south direction such that they block views up and down the east-west streets in the downtown.		✓	
3.2.6(b)	Not be more than a single storey in height.		✓	
3.2.6(c)	Strive to have as low a profile as possible.		✓	
3.2.6(d)	Be constructed of highly transparent materials.		✓	
3.2.6(e)	Be of exceptionally high design and material quality.		✓	

Attachment D - Design Manual Checklist: Case 23726 *(refer to Attachment B)*				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
3.2.7	**Other Uses**			
3.2.7(a)	Non-commercial uses at-grade should animate the street with frequent entries and windows.		✓	
3.3	**BUILDING DESIGN**			
3.3.1	**Building Articulation**			
3.3.1(a)	To encourage continuity in the streetscape and to ensure vertical breaks in the façade, buildings shall be designed to reinforce the following key elements through the use of setbacks, extrusions, textures, materials, detailing, etc.: • **Base**: Within the first four storeys, a base should be clearly defined and positively contribute to the quality of the pedestrian environment through animation, transparency, articulation and material quality. • **Middle**: The body of the building above the base should contribute to the physical and visual quality of the overall streetscape. • **Top**: The roof condition should be distinguished from the rest of the building and designed to contribute to the visual quality of the skyline.	Yes		Base: cuboid design at corner with angled glazing (repeated on each street elevation) & unique corner eyebrow expression Middle: modern, small scale rhythm; horizontal balcony lines; Top: similar precast, glazing & horizontal balconies unify the design.
3.3.1(b)	Buildings should seek to contribute to a mix and variety of high quality architecture while remaining respectful of downtown's context and tradition.	Yes		Design includes an appropriate range of building materials & variation while also achieving a unified building image.
3.3.1(c)	To provide architectural variety and visual interest, other opportunities to articulate the massing should be encouraged, including vertical and horizontal recesses or projections, datum lines, and changes in material, texture or colour.	Yes		Unique yet integrated variation of the façade articulation.
3.3.1(d)	Street facing facades should have the highest design quality, however, all publicly viewed facades at the side and rear should have a consistent design expression.	Yes		Consistent design expression is being utilized on the building through materials, glazing, and the sawtooth articulation of the streetwalls and interior promenade.
3.3.2	**Materials**			

Attachment D - Design Manual Checklist: Case 23726 *(refer to Attachment B)*				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
3.3.2(a)	Building materials should be chosen for their functional and aesthetic quality, and exterior finishes should exhibit quality of workmanship, sustainability and ease of maintenance.	Yes		Materials will reflect high-quality modern construction of local context.
3.3.2(b)	Too varied a range of building materials is discouraged in favour of achieving a unified building image.	Yes		Predominate materials proposed are precast concrete, clear & spandrel glass, metal panels and polished granite cladding.
3.3.2(c)	Materials used for the front façade should be carried around the building where any facades are exposed to public view at the side or rear.	Yes		
3.3.2(d)	Changes in material should generally not occur at building corners.	Yes		
3.3.2(e)	Building materials recommended for new construction include brick, stone, wood, glass, in-situ concrete and pre-cast concrete.	Yes		Noted above.
3.3.2(f)	In general, the appearance of building materials should be true to their nature and should not mimic other materials.	Yes		
3.3.2(g)	Stucco and stucco-like finishes shall not be used as a principle exterior wall material.	Yes		
3.3.2(h)	Vinyl siding, plastic, plywood, concrete block, EIFS (exterior insulation and finish systems where stucco is applied to rigid insulation), and metal siding utilizing exposed fasteners are prohibited.	Yes		
3.3.2(i)	Darkly tinted or mirrored glass is prohibited. Clear glass is preferable to light tints. Glare reduction coatings are preferred.	Yes		
3.3.2(j)	Unpainted or unstained wood, including pressure treated wood, is prohibited as a building material for permanent decks, balconies, patios, verandas, porches, railings and other similar architectural embellishments, except that these guidelines shall not apply to seasonal sidewalk cafes.	Yes		
3.3.3	**Entrances**			
3.3.3(a)	Emphasize entrances with such architectural expressions as height, massing, projection, shadow,	Yes		Entrances are emphasized with recessed ‘sawtooth’

Attachment D - Design Manual Checklist: Case 23726 *(refer to Attachment B)*				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
	punctuation, change in roof line, change in materials, etc.			design, 'eyebrow' overhanging canopy and future signage.
3.3.3(b)	Ensure main building entrances are covered with a canopy, awning, recess or similar device to provide pedestrian weather protection.	Yes		Storefront recesses and an eyebrow overhanging canopy located above.
3.3.3(c)	Modest exceptions to setback and stepback requirements are possible to achieve these goals.		✓	
3.3.4	**Roof Line and Roofscapes**			
3.3.4(a)	Buildings above six storeys (mid and high-rise) contribute more to the skyline of individual precincts and the entire downtown, so their roof massing and profile must include sculpting, towers, night lighting or other unique features.	Yes		Roof profile is designed to be subtle and setback from the streetwall with use of nighttime lighting.
3.3.4(b)	The expression of the building top (see previous) and roof, while clearly distinguished from the building middle, should incorporate elements of the middle and base such as pilasters, materials, massing forms or datum lines.	Yes		Common materials and appropriate articulation and stepbacks.
3.3.4(c)	Landscaping treatment of all flat rooftops is required. Special attention shall be given to landscaping rooftops in precincts 3, 5, 6 and 9, which abut Citadel Hill and are therefore pre-eminently visible. The incorporation of living green roofs is strongly encouraged.	Yes		Landscaping proposed
3.3.4(d)	Ensure all rooftop mechanical equipment is screened from view by integrating it into the architectural design of the building and the expression of the building top. Mechanical rooms and elevator and stairway head-houses should be incorporated into a single well-designed roof top structure. Sculptural and architectural elements are encouraged to add visual interest.	Yes		Rooftop mechanical to be screened (at least 3m from roof edge). An elevator overrun has been designed as an illuminated glazed architectural feature.
3.3.4(e)	Low-rise flat roofed buildings should provide screened mechanical equipment. Screening materials should be consistent with the main building design. Sculptural and architectural elements are encouraged for visual interest as the roofs of such structures have very high visibility.		✓	
3.3.4(f)	The street-side design treatment of a parapet should be carried over to the back-side of the parapet for a	Yes		

Attachment D - Design Manual Checklist: Case 23726 *(refer to Attachment B)*				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
	complete, finished look where they will be visible from other buildings and other high vantage points.			
3.4	**CIVIC CHARACTER**			
3.4.1	**Prominent Frontages and View Termini** *(refer to Map 9 of the LUB and Map 1 in the DM)*			
3.4.1(a)	***Prominent Visual Terminus Sites***: These sites identify existing or potential buildings and sites that terminate important view corridors and that can strengthen visual connectivity across downtown. On these sites distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways should be provided. Design elements (vertical elements, porticos, entries, etc.) should be aligned to the view axis. Prominent Visual Terminus Sites are shown on Map 9 in the Land Use By-law.		✓	
3.4.1(b)	***Prominent Civic Frontage:*** These frontages identify highly visible building sites that front onto important public open spaces such as the Citadel and Cornwallis Park, as well as important symbolic or ceremonial visual and physical connections such as the waterfront boardwalks, the proposed Grand Promenade linking the waterfront to the Town Clock, and other east-west streets that connect the downtown to the waterfront. Prominent Civic Frontages are shown on Map 1 in Appendix A of the Design Manual.		✓	Corner element design, via a tall glazed building feature and raised streetwall eyebrow, helps to frame the corner and the architectural feature at the northeast corner of the roof. Design positively contributes to the prominence of the street.
3.4.2	**Corner Sites**			
3.4.2(a)	Provision of a change in the building massing at the corner, in relation to the streetwall.	Yes		Special emphasis provided to the corner volume through a modern design and use of materials.
3.4.2(b)	Provision of distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways.	Yes		Corner architectural treatment serves as a unification piece for the sawtooth streetwall patterns on Spring Garden Rd and Queen St, towards the prominent corner.

Attachment D - Design Manual Checklist: Case 23726 *(refer to Attachment B)*				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
3.4.2(c)	Developments on all corner sites must provide a frontal design to both street frontages.	Yes		
3.4.2(d)	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space.	Yes		
3.4.3	**Civic Buildings**			
3.4.3(a)	Civic buildings entail a greater public use and function, and therefore should be prominent and recognizable, and be designed to reflect the importance of their civic role.		✓	
3.4.3(b)	Provide distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways.		✓	
3.4.6(c)	Ensure entrances are large and clearly visible. Provide a building name and other directional and wayfinding signage.		✓	
3.4.6(d)	Very important public buildings should have unique landmark design. Such buildings include transit terminals, museums, libraries, court houses, performing arts venues, etc.		✓	
3.5	**PARKING, SERVICES AND UTILITIES**			
3.5.1	**Vehicular Access, Circulation, Loading and Utilities**			
3.5.1(a)	Locate parking underground or internal to the building (preferred), or to the rear of buildings.	Yes		
3.5.1(b)	Ensure vehicular and service access has a minimal impact on the streetscape, by minimizing the width of the frontage it occupies, and by designing integrated access portals and garages.	Yes		
3.5.1(c)	Locate loading, storage, utilities, areas for delivery and trash pick-up out of view from public streets and spaces, and residential uses.	Yes		
3.5.1(d)	Where access and service areas must be visible from or shared with public space, provide high quality materials and features that can include continuous paving treatments, landscaping and well-designed doors and entries.	Yes		
3.5.1(e)	Coordinate and integrate utilities, mechanical equipment and meters with the design of the building, for example, using consolidated rooftop structures or internal utility rooms.	Yes		

Attachment D - Design Manual Checklist: Case 23726 *(refer to Attachment B)*				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
3.5.1(f)	Locate heating, venting and air conditioning vents away from public streets. Locate utility hook-ups and equipment (i.e. gas meters) away from public streets and to the sides and rear of buildings, or in underground vaults.	Yes		
3.5.2	**Parking Structures**			
3.5.2(a)	Where multi-storey parking facilities are to be integrated into new developments they should be visually obscured from abutting streets by wrapping them with 'sleeves' of active uses.		✓	
3.5.2(b)	Animated at-grade uses should occupy the street frontage, predominantly retail, with 75% transparency.		✓	
3.5.2(c)	At-grade parking access and servicing access to retail stores should be provided to the rear and concealed from the street.		✓	
3.5.2(d)	Provide articulated bays in the façade to create fine-grained storefront appearance.		✓	
3.5.2(e)	Provide pedestrian amenities such as awnings, canopies, and sheltered entries.		✓	
3.5.2(f)	Provide façade treatment that conceals the parking levels and that gives the visual appearance of a multi-storey building articulated with 'window' openings.		✓	
3.5.2(g)	Design of parking structures such that they can be repurposed to other uses (i.e. level floor slabs) is encouraged.		✓	
3.5.2(h)	Provide cap treatment (at roof or cornice line) that disguises views of rooftop parking and mechanical equipment.		✓	
3.5.2(i)	Utilize high quality materials that are compatible with existing downtown buildings.		✓	
3.5.2(j)	Locate pedestrian access to parking at street edges, with direct access. Ensure stairs to parking levels are highly visible from the street on all levels.		✓	
3.5.2(k)	Ensure all interior and exterior spaces are well lit, inclusive of parking areas, vehicular circulation aisles, ramps, pedestrian accesses, and all entrances.		✓	
3.5.2(l)	Maintain continuous public access to parking at all hours and in all seasons.		✓	

Attachment D - Design Manual Checklist: Case 23726 *(refer to Attachment B)*				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
3.5.2(m)	Minimize the width and height of vehicular access points to the greatest practical extent.		✓	
3.5.2(n)	Provide clear sightlines for vehicles and pedestrians at sidewalks, by setting back columns and walls, and providing durable low maintenance mirrors.		✓	
3.5.2(o)	Bicycle parking must be provided in visible at grade locations, and be weather-protected.		✓	
3.5.3	**Surface Parking**			
3.5.3(a)	Surface lots shall be located out of sight behind buildings or inside city blocks rather than adjacent to streets or at corners.		✓	
3.5.3(b)	Surface lots shall only be moderate in size (10-20 cars) for the handicapped and visitors and must include bicycle parking opportunities.		✓	
3.5.3(c)	Surface parking shall be designed to include internal landscaping or hardscaping on islands at the ends of each parking aisle, clearly marked pedestrian access and paths, lighting and be concealed with landscaped buffers or other mitigating design measures.		✓	
3.5.3(d)	In addition to landscaping, a variety of hardscaping materials should be used to add visual texture and reduce apparent parking lot scale. Landscaping should be low maintenance.		✓	
3.5.4	**Lighting**			
3.5.4(a)	Attractive landscape and architectural features can be highlighted with spot-lighting or general lighting placement.	Yes		Accent lighting will highlight the main features of the facades and within the pedestrian promenade.
3.5.4(b)	Consider a variety of lighting opportunities inclusive of street lighting, pedestrian lighting, building up- or down-lighting, internal building lighting, internal and external signage illumination (including street addressing), and decorative or display lighting.	Yes		To include street lighting, pedestrian lighting, façade lighting. Signage will also be illuminated.
3.5.4(c)	Illuminate landmark buildings and elements, such as towers or distinctive roof profiles.		✓	
3.5.4(d)	Encourage subtle night-lighting of retail display windows.	Yes		

Attachment D - Design Manual Checklist: Case 23726 *(refer to Attachment B)*				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
3.5.4(e)	Ensure there is no 'light trespass' onto adjacent residential areas by the use of shielded "full cut-off" fixtures.	Yes		
3.5.4(f)	Lighting shall not create glare for pedestrians or motorists by presenting unshielded lighting elements in view.		✓	Regulated at permitting.
3.5.5	**Signs**			
3.5.5(a)	Integrate signs into the design of building facades by placing them within architectural bay, friezes or datum lines, including coordinated proportion, materials and colour.		✓	Evaluated at permitting by LUB standards.
3.5.5(b)	Signs should not obscure windows, cornices or other architectural elements.		✓	
3.5.5(c)	Sign scale should reinforce the pedestrian scale of the downtown, through location at or near grade level for viewing from sidewalks.		✓	
3.5.5(d)	Large freestanding signs (such as pylons), signs on top of rooftops, and large scale advertising (such as billboards) are prohibited.		✓	
3.5.5(e)	Signs on heritage buildings should be consistent with traditional sign placement such as on a sign band, window lettering, or within architectural orders.		✓	
3.5.5(f)	Street addressing shall be clearly visible for every building.		✓	
3.5.5(g)	The material used in signage shall be durable and of high quality and should relate to the materials and design language of the building.		✓	
3.6	**SITE PLAN VARIANCES**			
	Where all other conditions are met, and subject to the conditions set out here, clearly specified variances of certain land use by-law requirements may be considered. The following types of variances may be considered throughout downtown Halifax by Site Plan Approval:			
3.6.1	**Streetwall Setback Variance**			
	Streetwall setbacks may be varied by Site Plan Approval where:			
3.6.1(a)	the streetwall setback is consistent with the objectives and guidelines of the Design Manual;		✓	
3.6.1(b)	on an existing building, where an addition is to be constructed, the existing structural elements of the building or other similar features are prohibitive in achieving the streetwall setback requirement; or		✓	

Attachment D - Design Manual Checklist: Case 23726 *(refer to Attachment B)*				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
3.6.1(c)	the streetwall setback of abutting buildings is such that the streetwall setback would be inconsistent with the character of the street.		✓	
3.6.2	**Side and Rear Yard Setback Variance**			
	Side and rear yard setbacks may be varied by Site Plan Approval where:			
3.6.2(a)	the modified setback is consistent with the objectives and guidelines of the Design Manual; and	Yes		Refer to Variance 2 in Staff Report and Attachment B.
3.6.2(b)	the modification does not negatively impact abutting uses by providing insufficient separation.	Yes		Refer to Variance 2 in Staff Report and Attachment B.
3.6.3	**Streetwall Height Variances**			
	Streetwall heights may be varied by Site Plan Approval where:			
3.6.3(a)	the streetwall height is consistent with the objectives and guidelines of the Design Manual; and	Yes		Refer to Variances 3 & 4 in Staff Report and Attachment B.
3.6.3(b)	the modification is for a corner element that is used to join streetwalls of differing heights; or	Yes		Refer to Variances 3 & 4 in Staff Report and Attachment B.
3.6.3(c)	the streetwall height of abutting buildings is such that the streetwall height would be inconsistent with the character of the street; or	Yes		Refer to Variances 3 & 4 in Staff Report and Attachment B.
3.6.3(d)	where a landmark building element is called for pursuant to the Design Manual.		✓	
3.6.4	**Streetwall Width Variance**			
	Streetwall widths may be varied by Site Plan Approval where:			
3.6.4(a)	the streetwall width is consistent with the objectives and guidelines of the Design Manual; and	Yes		Refer to Variance 1 in Staff Report and Attachment B.
3.6.4(b)	the resulting gap in the streetwall has a clear purpose, is well-designed and makes a positive contribution to the streetscape.	Yes		Refer to Variance 1 in Staff Report and Attachment B.
3.6.5	**Upper Storey Streewall Stepback Variance**			
	Upper storey streetwall stepbacks may be varied by Site Plan Approval where:			
3.6.5(a)	the upper storey streetwall setback is consistent with the objectives and guidelines of the Design Manual; and	Yes		Refer to Variance 5 in Staff Report and Attachment B.

Attachment D - Design Manual Checklist: Case 23726 *(refer to Attachment B)*				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
3.6.5(b)	the modification results in a positive benefit such as improved heritage preservation or the remediation of an existing blank building wall.	Yes		Refer to Variance 5 in Staff Report and Attachment B.
	Note: In cases where the maximum streetwall height is within two storeys of the maximum building height, the Design Review Committee may reduce the maximum streetwall height to ensure an appropriate proportion of streetwall height to upper building height.			
3.6.6	**Upper Storey Side Yard Stepback Variance**			
	The setbacks requirements of this section may be varied by Site Plan Approval where:			
3.6.6(a)	the upper storey side yard stepback is consistent with the objectives and guidelines of the Design Manual; and	Yes		Refer to Variance 2 in Staff Report, Section 3.6.2 above, and Attachment B.
3.6.6(b)	where the height of the building is substantially lower than the maximum permitted building height and the setback reduction is proportional to that lower height; or		✓	
3.6.6(c)	a reduction in setback results in the concealment of an existing blank wall with a new, well designed structure.		✓	
3.6.7	**Maximum Tower Width Variance**			
	The maximum tower dimensions may be varied by Site Plan Approval where:			
3.6.7(a)	the maximum tower width is consistent with the objectives and guidelines of the Design Manual; and		✓	
3.6.7(b)	the modification results in a clear public benefit such as the remediation of an existing blank building wall.		✓	
3.6.8	**Maximum Height Variance**			
	Maximum building height may be subject to modest variance by Site Plan Approval where:			
3.6.8(a)	the maximum height is consistent with the objectives and guidelines of the Design Manual; and		✓	
3.6.8(b)	the additional building height is for rooftop architectural features and the additional height does not result in an increase in gross floor area;		✓	
3.6.8(c)	the maximum building height is less than 1.5 metres below the View Plane or Rampart height requirements;		✓	
3.6.8(d)	where a landmark building element is provided pursuant to the Design Manual; or		✓	

Attachment D - Design Manual Checklist: Case 23726 *(refer to Attachment B)*				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
3.6.8(e)	where the additional height is shown to enable the adaptive re-use of heritage buildings.		✓	
3.6.9	**Landmark Element Variance**			
	Maximum height and envelope requirements may be varied by Site Plan Approval for landmark elements where:			
3.6.9(a)	the maximum height is consistent with the objectives and guidelines of the Design Manual; and		✓	
3.6.9(b)	the additional building height is for rooftop architectural features and the additional height does not result in an increase in gross floor area; or		✓	
3.6.9(c)	the maximum building height is less than 1.5 metres below the View Plane or Rampart height requirements; or		✓	
3.6.9(d)	where a landmark building element is provided pursuant to the Design Manual; or		✓	
3.6.9(e)	where the additional height is shown to enable the adaptive re-use of heritage buildings.		✓	
3.6.10	**Precinct 1 Built Form Variance (refer to Map 1 of the LUB)**			
	For lands located in “Schedule W” on Map 1 of the Downtown Halifax Land Use By-law, the built form requirements of Section 11(1) of the LUB, and Section 2.10 of Schedule S-1 of the LUB may be varied by Site Plan Approval where the variance will:			
3.6.10(a)	fill existing gaps created by vacant properties or parking lots with new development; or		✓	
3.6.10(b)	enhance the public realm in the area, including the extension of the east-west streets between Lower Water Street and the harbour and their intersection with the Halifax Harbour Walk, the pedestrian interface of the proposed building and the Halifax Harbour Walk, provide or improve sidewalks along Lower Water Street, or provide for public or private plazas or parks; or		✓	
3.6.10(c)	frame the open spaces identified above; or		✓	
3.6.10(d)	provide adequate separation between buildings; or		✓	
3.6.10(e)	propose tall and slender towers, where permitted, provided that their placement and design are consistent with the objectives identified for this precinct and with the Design Manual; or		✓	
3.6.10(f)	ensure Lower Water Street has streetwall and landscaping conditions that emphasize its		✓	

Attachment D - Design Manual Checklist: Case 23726 *(refer to Attachment B)*				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
	meandering qualities and emergence as an important street.			
3.6.11	**Precinct 4 Built Form Variance (refer to Map 1 of the LUB)**			
	For lands located in “Schedule W” on Map 1 of the Downtown Halifax Land Use By-law, the built form requirements of Section 11(5) of the LUB and Section 2.10 of Schedule S-1 of the LUB may be varied by Site Plan Approval where the variance will:			
3.6.11(a)	provide for mixed-use high-rise infill development on large opportunity sites; or		✓	
3.6.11(b)	fill existing gaps created by vacant properties or parking lots with new development; or		✓	
3.6.11(c)	develop vacant lots in a way that provides a continuous street wall and uninterrupted pedestrian experiences; or		✓	
3.6.11(d)	provide for animated streetscapes as detailed in the design manual; or		✓	
3.6.11(e)	focus pedestrian activities at sidewalk level through the provision of sidewalks protected from the weather through such means as well designed canopies and awnings; or		✓	
3.6.11(f)	maintain or enhance the east-west streets to maintain important views between the Citadel and the harbour; or		✓	
3.6.11(g)	provide adequate separation between buildings; or		✓	
3.6.11(h)	ensure Lower Water Street has streetwall and landscaping conditions that emphasize its meandering qualities and emergence as an important street; or		✓	
3.6.11(i)	retain, enhance and protect isolated heritage properties.		✓	
3.6.12	**Landscaped Open Space Variance**			
	Landscaped open space requirements may be varied by Site Plan Approval where:			
3.6.12(a)	The landscaped open space to be provided is consistent with the objectives and guidelines of the Design Manual; and		✓	
3.6.12(b)	The modification does not exceed 10% of the requirement.		✓	
3.6.14	**Prohibited External Cladding Material Variance**			
	The use of prohibited external cladding materials may be varied by Site Plan Approval where:			

Attachment D - Design Manual Checklist: Case 23726 *(refer to Attachment B)*				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
3.6.14(a)	The objectives and guidelines of the Design Manual are met;		✓	
3.6.14(b)	The use of the material is necessary for an appropriate architectural embellishment of the building; and		✓	
3.6.14(c)	The material does not exceed 10% of the total area of the façade.		✓	
3.6.15	**Land Uses at Grade Variance**			
	The minimum floor-to-floor height for the ground floor of a building having access at the streetline or Transportation Reserve may be varied by Site Plan Approval where:			
3.6.15(a)	the proposed floor-to-floor height of the ground floor is consistent with the objectives and guidelines of the Design Manual; and		✓	
3.6.15(b)	the proposed floor-to-floor height of the ground floor does not result in a sunken ground floor condition;		✓	
	And at least one of the following:			
3.6.15(c)	in the case of the proposed addition to an existing building, the proposed height of the ground floor of the addition matches or is greater than the floor-to-floor height of the ground floor of the existing building; or		✓	
3.6.15(d)	in the case of a proposed infill building, the floor-to-floor heights of the ground floors of abutting buildings along a common street frontage are such that the required floor-to-floor height for the ground floor of the infill building would be inconsistent with the established character of the street; or		✓	
3.6.15(e)	in the case of a new building or an addition to an existing building being proposed along a sloping street(s), the site of the proposed new building or the proposed addition to an existing building is constrained by sloping conditions to such a degree that it becomes unfeasible to properly step up or step down the floor plate of the building to meet the slope and would thus result in a ground floor floor-to-floor height at its highest point that would be impractical; or		✓	
3.6.15(f)	in the case of a new building to be situated on a site located outside of the Central Blocks and off a Pedestrian-Oriented Commercial Street, the floor-to-floor height of the ground floor may be reduced to		✓	

Attachment D - Design Manual Checklist: Case 23726 *(refer to Attachment B)*				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
	3.5 metres if it is to be fully occupied by residential uses.			

Attachment E: Perspective Drawings

VIEW FROM SPRING GARDEN RD. AND QUEEN ST. CORNER

KEY PLAN

CLIENT:

MILLS COMPANY HOLDINGS LIMITED

CONSULTANT:

zeidler
60b-158 Sterling Road,
TOTONTO, ONTARIO, CANADA M6R 2B7
T: (416) 596-8300
F: (416) 596-1408

CONSULTANT:

DSRA
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NO.	REVISION	DATE
4	REISSUED FOR SPA	10/08/2021
3	SPA FULL APP SUBMISSION	25/06/2021
2	SITE PRE-APP SUBMISSION	22/03/2021
1	SITE PRE-APP SUBMISSION	28/09/2020

STAMP

WESTWOOD

THE MILLS DEVELOPMENT

1470 QUEEN STREET

PROJECT NO.: 18114

DRAWN BY: Author

CHECKED BY: SA

SCALE:

SGR & QUEEN ST. EXTERIOR VIEW

A1.22

VIEW FROM SPRING GARDEN RD. AND BIRMINGHAM ST. CORNER

KEY PLAN

CLIENT:

MILLS COMPANY HOLDINGS LIMITED

CONSULTANT:

zeidler

600-158 Sterling Road,
TOTONTO, ONTARIO, CANADA M6R 2B7
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1	SITE PRE-APP SUBMISSION	28/08/2020

STAMP

WESTWOOD

THE MILLS DEVELOPMENT

1470 QUEEN STREET

PROJECT NO.: 18114

DRAWN BY: Author

CHECKED BY: SA

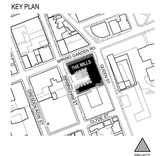
SCALE:

SGR & BIRMINGHAM ST. EXTERIOR

A1.23

VIEW FROM BIRMINGHAM ST. AT CENTRE PROMENADE

KEY PLAN



CLIENT:

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3	SPA FULL APP SUBMISSION	25/06/2021
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STAMP

WESTWOOD

THE MILLS DEVELOPMENT

1470 QUEEN STREET

PROJECT NO.: 18114

DRAWN BY: Author

CHECKED BY: SA

SCALE:

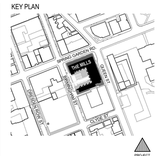
PROMENADE VIEW

A1.24

Attachment F: Floor Plans & Cross Sections

1 TP - FLOOR PLAN - LEVEL P2
A1.02 1/8" = 1'-0"

KEY PLAN



CLIENT:

MILLS COMPANY HOLDINGS LIMITED

CONSULTANT:

zeidler

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COLOR FILL LEGEND

- 3 BEDROOM
- 2 BEDROOM
- 1 BEDROOM
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- VERTICAL CIRCULATION ELEMENTS
- COMMERCIAL
- RESIDENTIAL AMENITIES
- RESTAURANT
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THE MILLS DEVELOPMENT

1470 QUEEN STREET

PROJECT NO.: 18114

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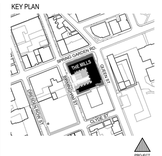
SCALE: As indicated

FLOOR PLAN - LEVEL P2

A1.02

1 TP - FLOOR PLAN - LEVEL P1
A1.03 1/8" = 1'-0"

KEY PLAN



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FLOOR PLAN - LEVEL P1

A1.03

SPRING GARDEN ST.
MAXIMUN SETBACK = 2'-4 1/2"
MINIMUM SETBACK = 0.0'

SPRING GARDEN RD.

BIRMINGHAM ST.
MAXIMUN SETBACK = 2'-7 1/2"
MINIMUM SETBACK = 0.0'

BIRMINGHAM ST.

QUEEN ST.
MAXIMUN SETBACK = 2'-10 1/2"
MINIMUM SETBACK = 0'-3"

PROPERTY LINE

LN OF CONC. CURB SEE SITE PLAN

RETAIL UNIT
RETAIL UNIT
RETAIL UNIT
RETAIL UNIT
RETAIL UNIT
RETAIL UNIT
EL. 113' - 10 7/8" 34.72 m
EL. 113' - 10 7/8" 34.72 m
EL. 114' - 2 1/8" 34.80 m
EL. 114' - 2 1/8" 34.80 m
EL. 114' - 2 1/8" 34.80 m
EL. 114' - 8" 34.95 m

EMERGENCY EXIT
STAIR 4
SERVICE ENTRY
SLOPE: 1/12
SLOPE: 1/12
SLOPE: 1/12
CORRIDOR
LOBBY
SLOPE: 1/12
BARRIER-FREE SECOND ENTRANCE FOR RESIDENTIAL FLOORS + RETAIL BUILDING
FIRE DEPARTMENT CONNECTION SEE CIVIL

RESTAURANT UNIT
EL. 109' - 10 7/8" 33.50 m
RESTAURANT UNIT
EL. 109' - 10 7/8" 33.50 m

TERRACE
120' - 3"
TERRACE
UP 3R
1: 12 RAMP UP
PROMENADE
PROMENADE DESIGN AND GRADING SEE SITE PLAN AND LANDSCAPE PLANS
RAISED PLANTING BED - SEE LANDSCAPE
CONCRETE STEPS
UP 4.95%
PROMENADE ACCESS
DN AT 4.95% SLOPE
PUBLIC ART DISPLAY SEE LANDSCAPE
PROMENADE ACCESS

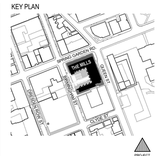
RETAIL UNIT
TOWNHOUSE 4
TOWNHOUSE 3
TOWNHOUSE 2
TOWNHOUSE 1
BOH
LOBBY / CORRIDOR
VESTIBULE
EL. 108' - 4" 33.02 m
STAIR 2
STAIR 5
CORRIDOR
CACF
MAIL ROOM
BARRIER FREE MAIN ENTRY FOR APARTMENTS AND FIRE FIGHTER ACCESS
EMERGENCY EXIT

EMERGENCY EXIT
CONC. LOADING SURFACE WITH TRAFFIC COAT
LOADING ENTRY
STAGING AREA
GARBAGE
5-6 CUBIC YARD BIN (5'x6') COMMERCIAL AND RESIDENTIAL GARAGE BINS REQUIRED FOR ENTIRE BUILDING
BIN
OH GARAGE DOOR
SLOPE 7.5%
EMERGENCY EXIT
OH. GARAGE DOOR
3.5%
LOADING ZONE
MOVING ROOM
RAMP DOWN TO P1
SLOPE 15%
PARKADE ENTRANCE RAMP
SERVICE LANE / TRUCK ACCESS
3.3%
RAMP DN 6' WIDE, 40' LONG @ 3.3% SLOPE
PROPERTY LINE
3' 6" SERVICING CLEARANCE
CONC. PAD
GENERATOR
MECH SCREEN
OPAQUE FENCE AND GATES
PROPERTY LINE
EX. TREE

61.19 m

1 A1.04 FLOOR PLAN - GROUND LEVEL 1/8" = 1'-0"

KEY PLAN



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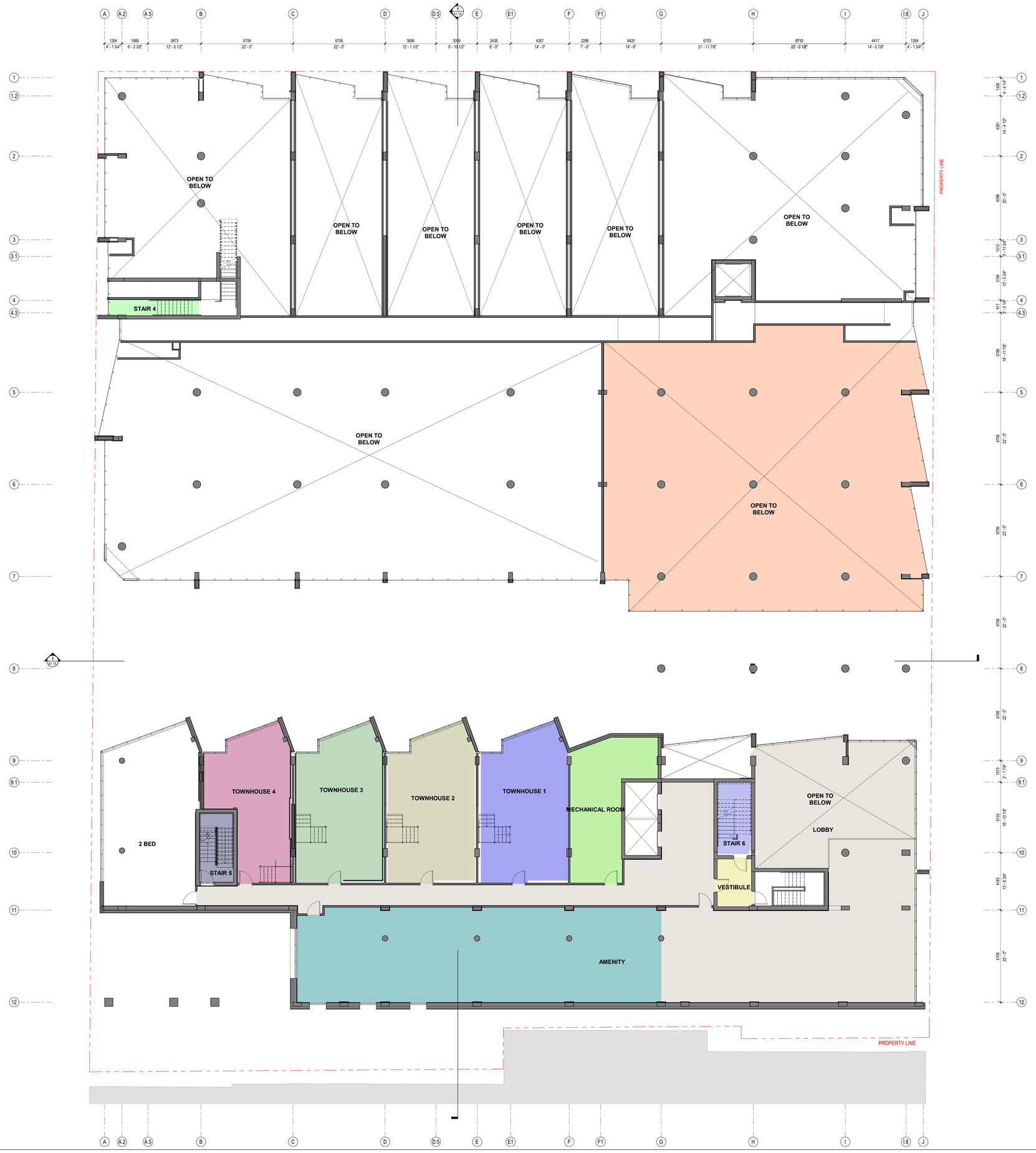
THE MILLS DEVELOPMENT
1470 QUEEN STREET

PROJECT NO.: 18114
DRAWN BY: Author
CHECKED BY: SA
SCALE: As indicated

FLOOR PLAN - LEVEL 1

A1.04



1 FLOOR PLAN - LEVEL GR MEZZ
A1.05 1/8" = 1'-0"

KEY PLAN

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THE MILLS DEVELOPMENT

1470 QUEEN STREET

PROJECT NO.: 18114

DRAWN BY: Author

CHECKED BY: SA

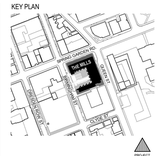
SCALE: As indicated

FLOOR PLAN - LEVEL 1 MEZZANINE

A1.05

1 FLOOR PLAN - LEVEL 2
A1.06 1/8" = 1'-0"

KEY PLAN



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FLOOR PLAN - LEVEL 2

A1.06

KEY PLAN

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CHECKED BY: SA

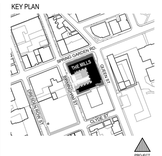
SCALE: As indicated

FLOOR PLAN - LEVEL 3

A1.07

1 FLOOR PLAN - LEVEL 4
A1.08 1/8" = 1'-0"

KEY PLAN



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1470 QUEEN STREET

PROJECT NO.: 18114

DRAWN BY: Author

CHECKED BY: SA

SCALE: As indicated

FLOOR PLAN - LEVEL 4

A1.08

1 FLOOR PLAN - LEVEL 5
A1.09 1/8" = 1'-0"

KEY PLAN

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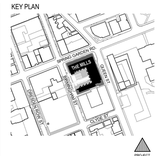
FLOOR PLAN - LEVEL 5

A1.09

1 FLOOR PLAN - LEVEL 6
A1.10 1/8" = 1'-0"

KEY PLAN



PROJECT NORTH

CLIENT:

MILLS COMPANY HOLDINGS LIMITED

CONSULTANT:

zeidler

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CONSULTANT:

DSRA

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f 902 420 9450 | Halifax, Nova Scotia, CAN B3J 1G2

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COLOR FILL LEGEND

- 3 BEDROOM
- 2 BEDROOM
- 1 BEDROOM
- GREEN ROOF
- VERTICAL CIRCULATION ELEMENTS
- COMMERCIAL
- RESIDENTIAL AMENITIES
- RESTAURANT
- CORRIDORS

NO.	REVISION	DATE
4	REISSUED FOR SPA	10/08/2021
3	SPA FULL APP SUBMISSION	25/06/2021
2	SITE PRE-APP SUBMISSION	22/03/2021
1	SITE PRE-APP SUBMISSION	28/09/2020

STAMP

WESTWOOD

THE MILLS DEVELOPMENT

1470 QUEEN STREET

PROJECT NO.: 18114

DRAWN BY: Author

CHECKED BY: SA

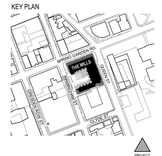
SCALE: As indicated

FLOOR PLAN - LEVEL 6

A1.10

1 FLOOR PLAN - LEVEL 7
A1.11 1/8" = 1'-0"

KEY PLAN



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COLOR FILL LEGEND

- 3 BEDROOM
- 2 BEDROOM
- 1 BEDROOM
- GREEN ROOF
- VERTICAL CIRCULATION ELEMENTS
- COMMERCIAL
- RESIDENTIAL AMENITIES
- RESTAURANT
- CORRIDORS

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THE MILLS DEVELOPMENT

1470 QUEEN STREET

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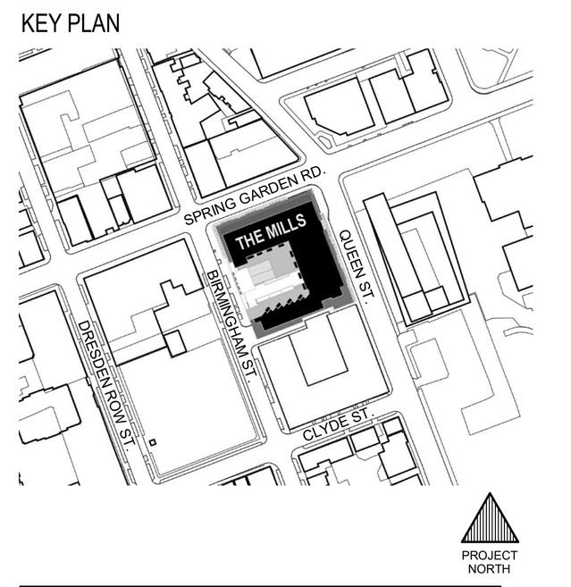
FLOOR PLAN - LEVEL 7

A1.11

KEY PLAN



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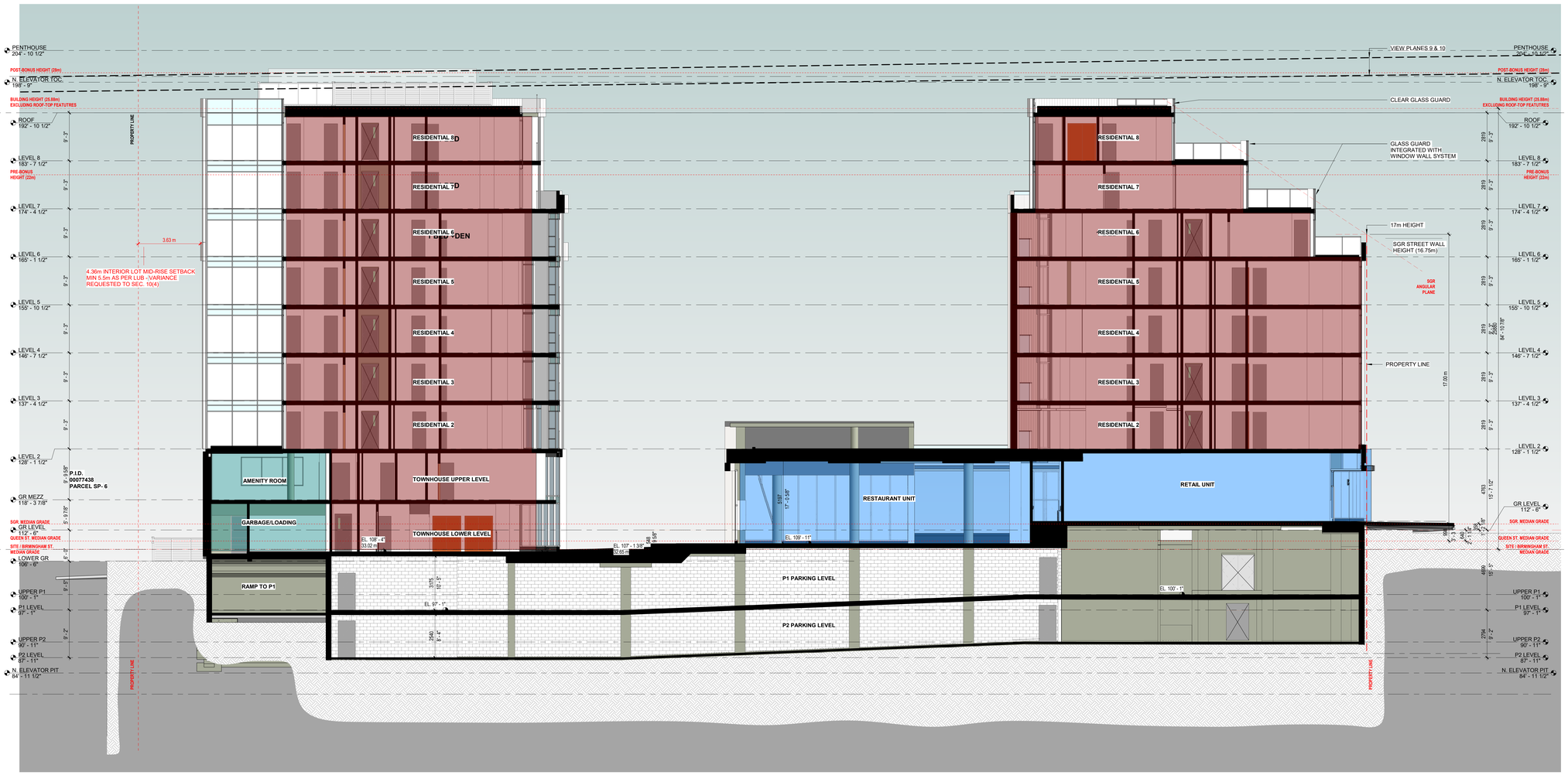
FLOOR PLAN - LEVEL 8

A1.12



1 / A1.14 MAIN BUILDING SECTION
1/8" = 1'-0"

KEY PLAN

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CONSULTANT:

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COLOR FILL LEGEND

- RETAIL
- RESIDENTIAL
- VERTICAL CIRCULATION ELEMENTS
- PARKING
- RESIDENTIAL AMENITIES

NO.	REVISION	DATE
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THE MILLS DEVELOPMENT

1470 QUEEN STREET

PROJECT NO.: 18114

DRAWN BY: Author

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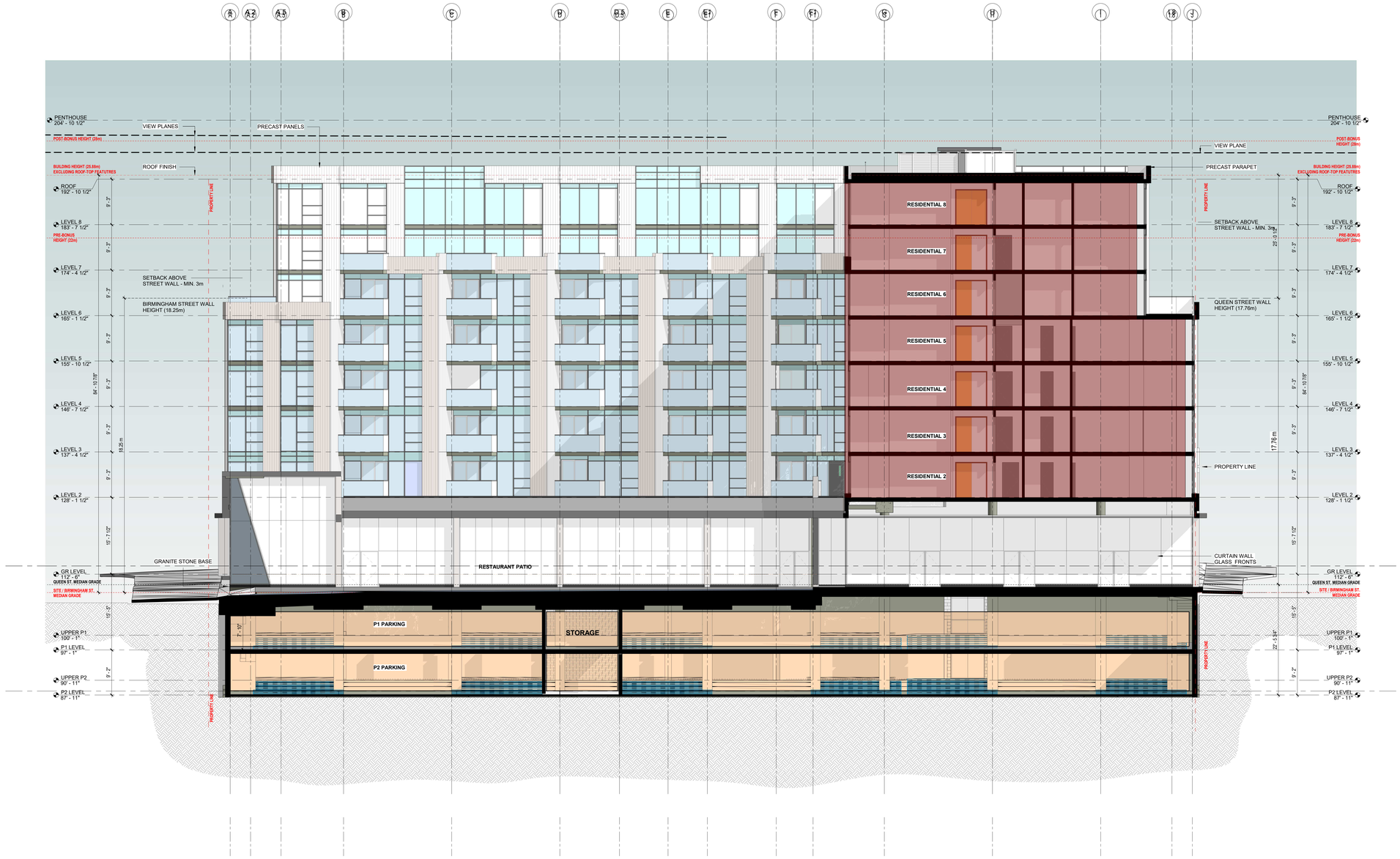
SCALE: As indicated

MAIN BUILDING SECTION

A1.14



1 CROSS-SECTION
A1.15 1/8" = 1'-0"

KEY PLAN

PROJECT NORTH

CLIENT:

MILLS COMPANY HOLDINGS LIMITED

CONSULTANT:

zeidler

65b-158 Sterling Road,
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- VERTICAL CIRCULATION ELEMENTS
- PARKING
- RESIDENTIAL AMENITIES

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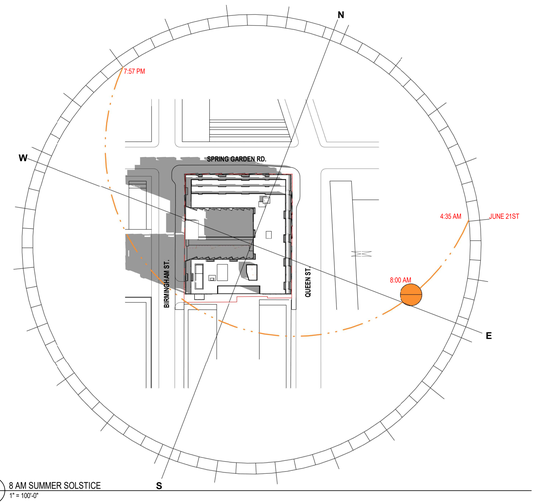
SCALE: As indicated

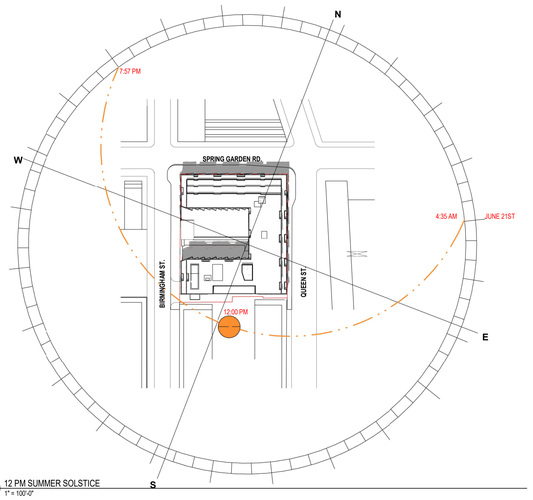
BUILDING CROSS-SECTION

A1.15

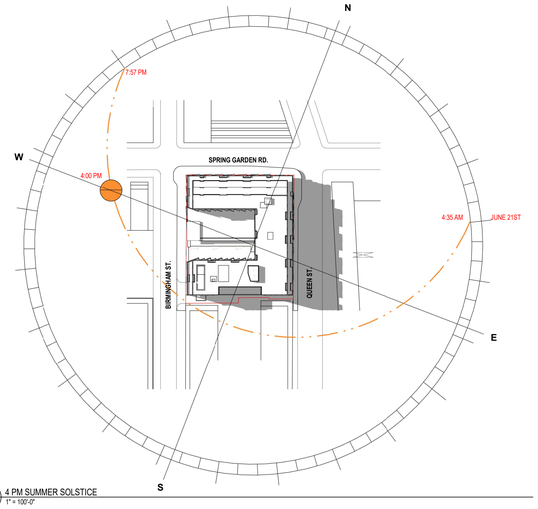
Attachment G: Shadow and View Planes Studies



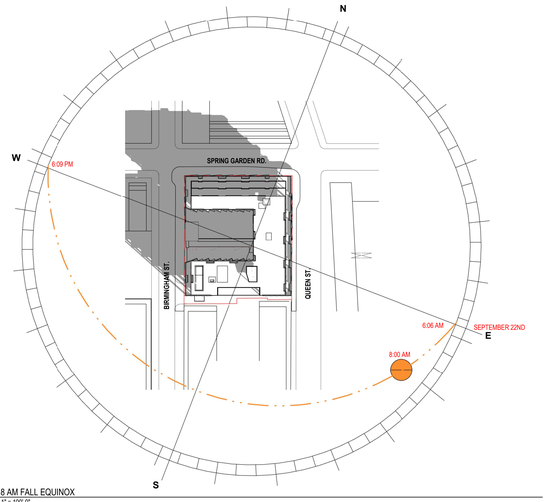
1 A1.20 8 AM SUMMER SOLSTICE
1" = 100'-0"



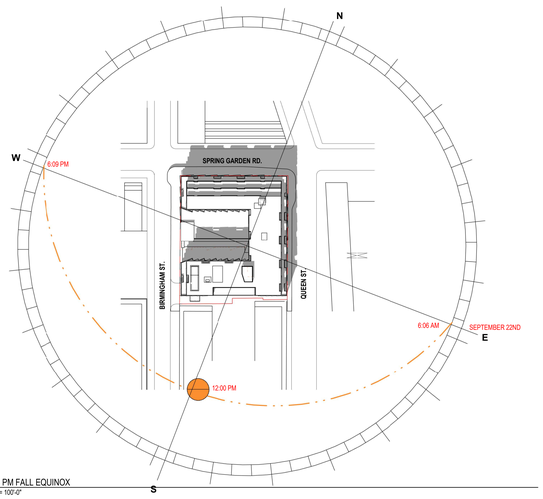
2 A1.20 12 PM SUMMER SOLSTICE
1" = 100'-0"



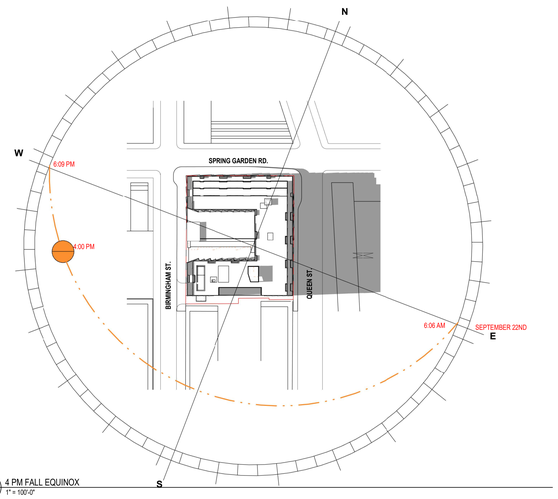
3 A1.20 4 PM SUMMER SOLSTICE
1" = 100'-0"



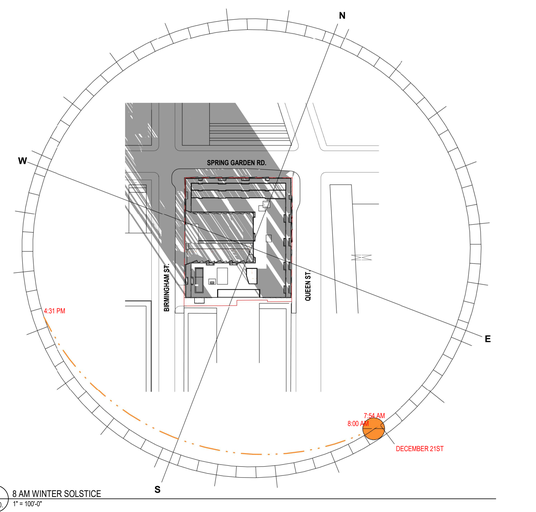
7 A1.20 8 AM FALL EQUINOX
1" = 100'-0"



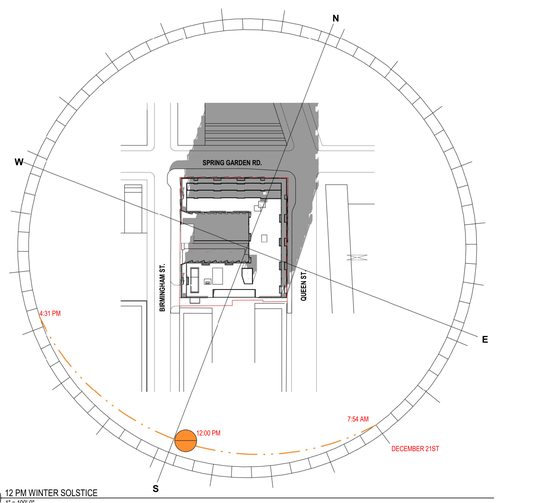
5 A1.20 12 PM FALL EQUINOX
1" = 100'-0"



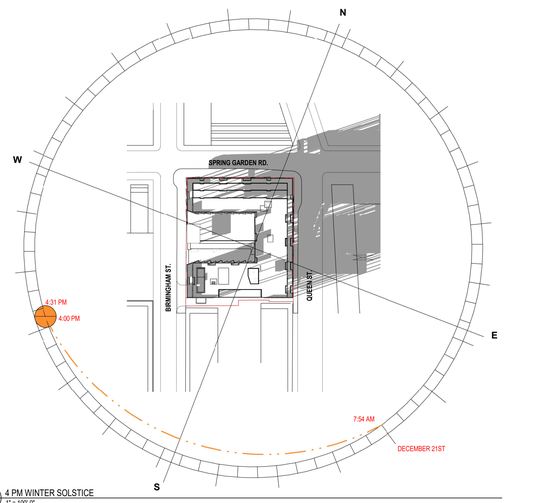
9 A1.20 4 PM FALL EQUINOX
1" = 100'-0"



6 A1.20 8 AM WINTER SOLSTICE
1" = 100'-0"

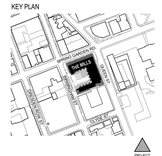


4 A1.20 12 PM WINTER SOLSTICE
1" = 100'-0"



8 A1.20 4 PM WINTER SOLSTICE
1" = 100'-0"

KEY PLAN



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WESTWOOD

THE MILLS DEVELOPMENT

1470 QUEEN STREET

PROJECT NO.: 18114

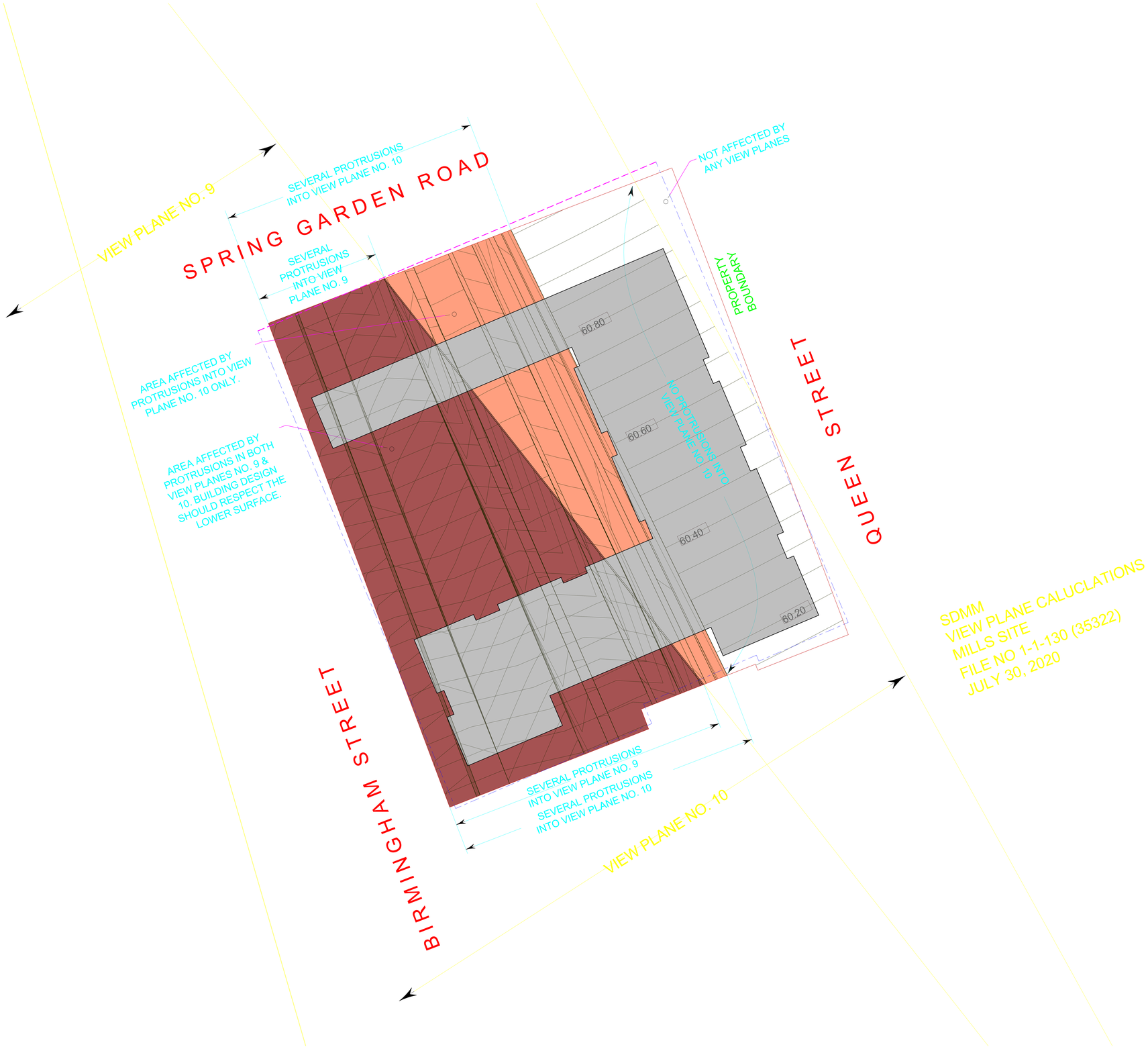
DRAWN BY: Author

CHECKED BY: SA

SCALE: 1" = 100'-0"

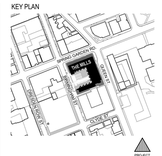
SHADOW STUDY

A1.20



1 A1.21 FLOOR PLAN - GROUND LEVEL
1 : 200

KEY PLAN



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1470 QUEEN STREET

PROJECT NO.: 18114

DRAWN BY: Author

CHECKED BY: SA

SCALE: 1 : 200

VIEW PLANES STUDY

A1.21